

Lendal Bridge Traffic Restriction Trial

8 April Update

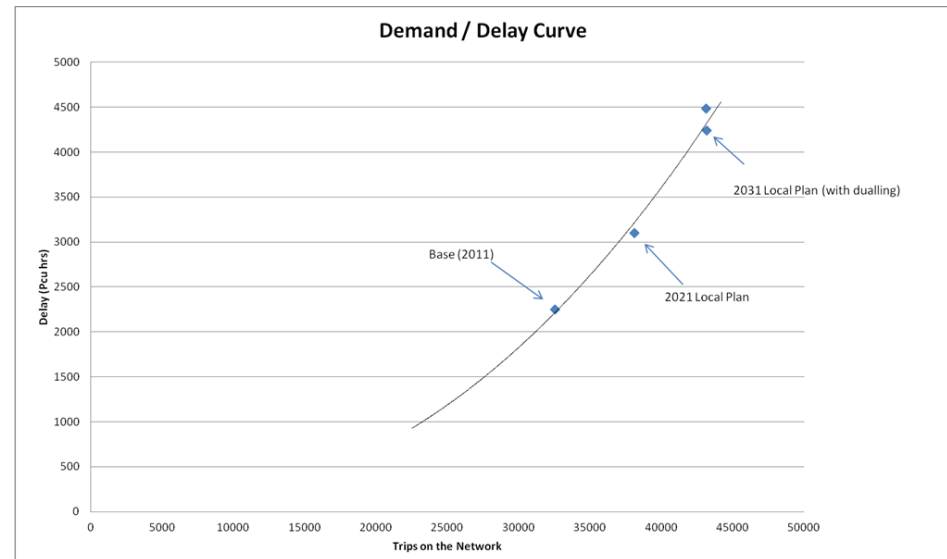
Note: Data analysis still in
Progress

Introduction

- Transport Challenges for City
- Transport Strategy
- Trial Results - Preliminary
- Penalty Charge Notices
- Options

The Transport Challenge for York

- Network predictions based on the City's Local Plan growth aspirations
- By 2031 approximately 2.0 times current delay.
- Potential for 19 - 30% increase in delay in next 5 years
- Current draft Local Plan – more ambitious - higher economic growth, double new housing.



Transport Strategy

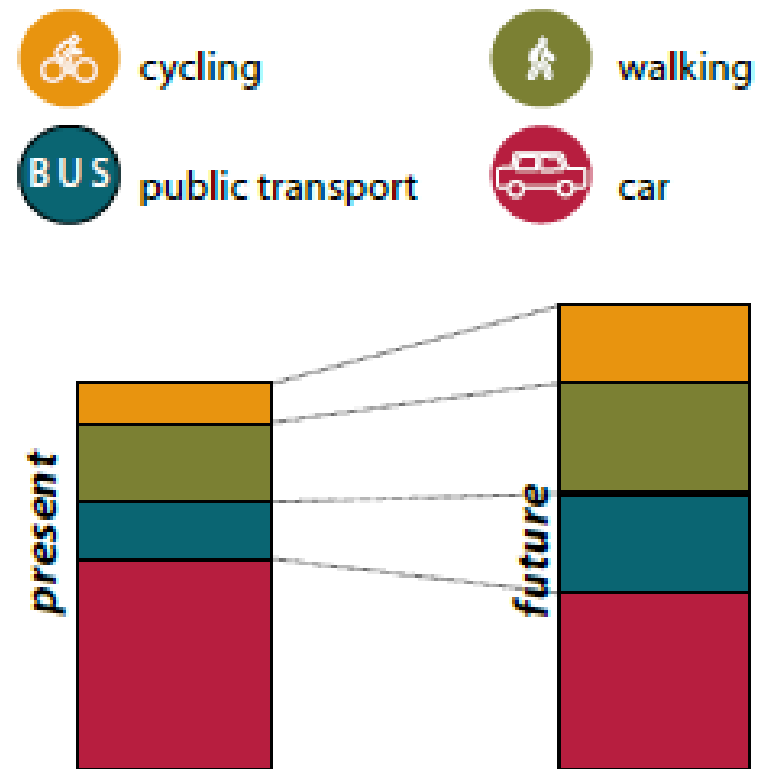
- **Providing Quality Alternatives** to the car - more choice and more trips to be undertaken by sustainable means.
- **Improving Strategic Links** to enhance the wider connections and around York, and beyond e.g. ORR upgrade, JSLR
- **Encouraging Behavioural Change** -maximise the use of walking, cycling and public transport.
- **Tackling Transport Emissions** to reduce pollutants harmful to health and the environment.
- **Enhancing Public Streets and Spaces** to improve the quality of life, minimise the impact of motorised traffic and encourage economic, social and cultural activity.

City Centre Ambition

- Part of the wider transformation of the economic, cultural and recreational offer in the city centre
- Quality of the city centre and its public spaces is critical to the continued economic prosperity of York, and the city's ambition to become a top 5 UK city - hence the Reinvigorate York programme & policy to reduce the impact of traffic

Ambition Rationale

- Improving quality of place will increase demand for people to come here to enjoy the environment around them.
- Access therefore needs to be managed by enhancing walking, cycling and public transport links to the City Centre, whilst restricting priority and space given to motor traffic.
- Anticipated growth in trips to the City Centre can be managed by growing the market share of sustainable modes and managing / reducing reliance on the car.



Alternative Options

- Alternative options for delivering mode shift and reduced traffic in the city centre are limited.
- Some infrastructure improvements possible, e.g. James St Link Road phase 2, Outer Ring Road Improvements but cannot build our way out of increasing traffic volumes
- Congestion charging

Alternative options

- Alternatives that could deliver the potential level of bus journey time benefits would cost several £m and have significant environmental impact, for example:
 - Bus lane along the length of Fulford Rd - similar to A65 scheme in Leeds.
 - Off road busway through York Central site between Clifton Bridge and York Station
 - All difficult and much more costly. No city centre public realm improvements.

Lendal Bridge Trial Objectives

- Reduce congestion in the city centre and on the Station to Gillygate corridor
- Create a bus route through city centre that provides better journey times & reliability
- Reduce the impact of traffic and improve the environment
- Enable the delivery of public realm improvements
- Support the economy

Lendal Bridge Trial

- Decision taken to progress trial - Cabinet - May 2013
- Trial commenced 27 August 2013
- 18 Month Experimental Traffic Order
- 6 month objection period ended 26 Feb 2014
- Enforced with ANPR Cameras
- Evaluation in progress - Full report planned to be issued for 6 May Cabinet

Trial Results

Parking & Accommodation

- Parking levels in city centre car parks and Park & Ride sites static during trial period
- 0.3% reduction (371k - 370k) Car Parking transactions Sept-Nov (2012-2013)*
- Increased hotel occupancy rates from July 2013 to February 2014 compared to 2012/13

*awaiting Dec – Feb data

Footfall – City Centre

- Since 2010 - a downward trend in footfall in the city centre - 11% reduction in annual total 2010-2013 (as measured in Parliament St).
- Between May and September showed reductions compared to 2012 but has since shown increases every month on previous year

Nov 4%, Dec 6.5%, Jan 6.8% Feb 3.3%

Traffic counts

- Traffic count data shows that traffic flows across York during the restricted period (2013/14) are broadly the same as traffic flows for the same period in 2012/13.
- Significant differences between areas of city
 - Gillygate/Clarence St/Station Area—Reduction
 - Water End/Foss Islands Rd - Increase

Journey Times (General Traffic)

Radials

- Varies between radial and time of day
- Fulford Rd outbound 1min (average) extra delay 3pm-5pm.
- Tadcaster Rd inbound (average) up to 2mins savings 3pm – 5pm

Journey Times (General Traffic)

Micklegate Bar to Hospital via Lendal

	Averages	85 th percentiles
	Ave 1100 to 1700	Ave 1100 to 1700
Before	11.2	18.7
After	10.1	15.3
Difference	-1.1	-3.4

Micklegate Bar to Hospital via Foss Islands Road

	Averages	85 th percentiles
	Ave 1100 to 1700	Ave 1100 to 1700
Before	15.1	24.6
After	15.6	25.6
Difference	0.5	1.0

Majority of extra delay between 1700 and 1800 hours i.e. after trial hours

Awaiting completed analysis on Dec – Feb data

Journey Times (General Traffic)

Boroughbridge Rd to Bootham via Water End

	Averages	85 th percentiles
	Ave 1100 to 1700	Ave 1100 to 1700
Before	13.2	19.9
After	9.8	14.4
Difference	-3.4	-5.5

Significant time savings at
Bootham

Bootham to Boroughbridge Rd via Water End

	Averages	85 th Percentiles
	Ave 1100 to 1700	Ave 1100 to 1700
Before	6.3	8.8
After	7.2	10.5
Difference	0.9	1.7

Majority of extra delay between
1600 and 1700 hours

Journey Times (Buses)

Lendal Bridge Routes

Significant journey time savings to Routes 1 and 6
e.g. route 1 – 11am to 12pm journey times
savings of 4-5 minutes could be made.

Non - Lendal Bridge Routes

Journey time impacts to be confirmed

Note: Timetable changes not yet made to realise
time savings

Bus Reliability

- The percentage of buses running on time has improved: network wide by 7.5% and for services 1,2,5 and 6 by between 5.5% and 11.5%.
- Service 6 shows the biggest improvement with over 95% of services running to time during the trial

Bus and P&R Patronage

First York have reported that:

- the number of people using First buses in York is on the rise, an average increase of 7% since August 2013.
- Over 15,000 extra bus customers per week
- better service reliability, price reductions and network improvements are the reasons for attracting new customers as well as growing satisfaction for existing customers
- 1.4% increase in Park & Ride Patronage Sept-Feb (2012/13-2013/14)

Bus User Surveys

- Annual bus survey results – November 2013
 - 79% of users are now satisfied with reliability, an increase of 27% whilst 11% remain dissatisfied, a decrease of 10%.
 - 87% are satisfied with the speed of their service, an increase of 21% whilst only 5% are dissatisfied, a decrease of 3%.

Speed & Accident data

- Informal 20mph on Lendal Bridge
- 10:30 – 5:00pm Speeds increased slightly
 - 19.5mph at north end of bridge
 - 13.5mph -16.5mph at the southern end
- Accidents reduced city wide*
- Reduced on Lendal bridge & Inner Ring Road

* Sep – Dec data only

Air Quality

- Air quality across the city has generally improved
- Background concentrations of nitrogen dioxide have fallen between 2012 and 2013 (a consequence of local weather conditions)
- where traffic has been displaced on the network and traffic levels have increased there has **not** been a corresponding deterioration in air quality

Consultation Responses

- **Lendalbridge email account** - 1400 comments
(multi comment therefore % not equal to 100%)
 - Most comments relate to PCN issues (60% of total)
 - 15% (of total) supportive,
 - 33% (of total) against

Consultation Responses

- **Resident/visitor online survey *** - 2600 responses
 - Impact on City Generally – 16% Positive or Very Positive, 75% Negative or Very Negative,
 - Car drivers very strong negative response
 - Cyclists more positive
 - Pedestrians mixed response

* full analysis of results still to be completed. Note: Response data may have been skewed by people who have received PCNs

Consultation Responses

On-line business survey * – 326 responses

Impact on business

- 5% very positive or positive
- 77% negative or very negative
- 15% answered neither positive or negative
- 4% answered business was unaffected

* Full analysis of results still to be completed

Summary Review of Data

Item	Summary Review – Comparison with previous year
Accommodation	Increase
Footfall (Parliament Street)	Increase
Parking	Static
Citywide Traffic Counts	Static
Journey Times	Increases/Decreases
Bus Journey Times	Increases/Decreases
Bus Reliability	Improvement
Bus and Park & Ride Patronage	Increase
Air Quality	Improvement
Consultation Responses – General	Very Negative
Consultation Response - Business	Very Negative
Note: Summaries are subject to further analysis and should not be read in isolation of full report	

Penalty Charge Notices

- Approx. 95% compliance level
- 48,525 PCNs issued for Lendal Bridge
- Levels peaked Oct/Nov and started to decline through Jan/Feb
- 80% to non YO postcodes
- Net income approximately £1.1m

Adjudicator's Decision

- Decision relates to Coppergate and Lendal
- Robust legal advice received supporting Council position
- Suspension of enforcement advised pending consideration of the decision
- Appeal to Chief Adjudicator being progressed
- Restrictions to remain in place
- Cameras will continue to record but PCNs will not be issued

Decision Options

- Results of Trial and Options for progression planned to be presented to 6 May Cabinet
- Traffic Regulation Order Decision Options:
 1. Make Permanent – Not advised until legal position clarified
 2. Vary TRO
 3. Remove

Option 1 - TRO Confirmed

- Bridge restriction remains in place
- Further mitigation works
 - Enhancement of Advance Direction Signs
 - Review of temporary signs
 - Change surfacing/street appearance
- Enforcement
 - Part time enforcement
 - Warning letters
 - Consider Rising Bollards

Option 2 - Revise Times

- Reducing restriction end time to 16:00 would remove a significant proportion of the delay
- Sub-options for reducing hours
 - Confirm Experimental Order as Permanent
 - Review any changes to network e.g. A59 Roundabout
 - Advertise Revised Permanent TRO – 3 weeks
 - Consider Objections
 - Continue Experiment with revised times
 - Operate for 6 months
 - Consider Objections

Option 3 - TRO Removed

- Bridge opened to general traffic
- Existing PCNs
- Removal of Signs/Cameras
- Public Transport Reliability benefits lost
- Pedestrian/cyclist/environmental benefits lost
- Traffic delays expected to return to pre-trial levels

Conclusions

Strategic Vision for City	✓
Transport Strategy	✓
Local Plan	✓
Trial Impact	✓
Options	