

The Confederation of Passenger Transport UK (CPT) is recognised by the Government as the UK trade body for bus and coach operators with in excess of 90% of bus operators, and 70% of coach operators within its membership. In the wider Yorkshire region we represent over 60 operator members.

Modelling for the Local Plan foresees an increase in traffic of 20% which would mean an additional 7,000 AM peak hour trips. Travel times in the AM peak could increase by 30% with amount of delays increasing by 55%. This would result in buses taking longer to reach their destinations and becoming less attractive, frequencies of services could be adversely affected leading to a vicious circle of declining bus passenger numbers and increasing general traffic.

FirstGroup are of the view that an increase in trip making of this level (with an accompanying increase in bus use) would require capacity enhancements to all of their current York network, which would also require capacity enhancements at many stops in the city - particularly the interchanges in the city centre.

Longer journey times not only affect standard bus services, but also coaches and home to school transport. There are often significant delays on the A1237 in all directions. It is also particularly noticeable that on wet days the traffic is slower and congestion increases.

The historic City of York does not have the advantage of a segregated tram system or underground Metro system so bus and coach remain the mass transit solution for York. Bus and coach priority and keeping both moving is essential to the economic success of York, its businesses and residents. Bus and coach priority can be provided by means of:

- Bus lanes
- Bus gates
- Priority traffic signals
- Bus only routes

We would agree that expenditure should be focused on the City Centre for bus services - but we would also agree that other large travel generators should also have some attention, such as the Hospital and York College, and that they should have some input into the solutions (such as green travel planning) and contribute financially to such solutions, thus setting a principle that those that create the congestion should contribute to the solutions. There is already the ability to introduce work place parking charges, which does not currently appear to be used to any significant extent.

On the existing road network improvements are suggested by the following introductions:

- An ambitious plan for the arterial routes in and out of York to increase capacity to cope with increased traffic volume. This would require reallocation of highway space to buses through bus lanes/ gates (and would need to extend beyond signals manipulation) to ensure buses have fast journey times which can compete with cars.
- Changes at Moor Lane roundabout and grade separating the pedestrian crossing by York College on Tadcaster Road to cut delays

- Bus lanes along Fulford Road – potentially in both directions
- Improving roundabouts on A1237 to improve flow.
- Interventions around the District Hospital/ Crichton Avenue area to improve bus journey times and reliability here
- An underpass for buses from land West of Wigginton (ST14) under the A1237, and improvements made to bus access to Clifton Moor – which currently lacks a quick bus service to York city centre
- A bus/cycle/pedestrian only link across the A64 from ST15 (Elvington) – if this could link could serve the University before coming into York.
- There should also be investment in the city centre, and on its approaches, to reduce the occasions when buses in York spend “the last mile” to the city centre in congestion.

Modal shift has been referenced within new developments but it is also necessary across the whole city to encourage motorists to change to bus or other sustainable forms of travel – to offset increased trip making from new residents of York. Whilst bus operators work in partnership to develop and improve the bus offer, we believe that City of York Council should further encourage modal shift to bus by introducing measures to restrict or prevent car use, specifically:

- Increased parking charges at council owned facilities;
- Introduce a workplace levy for parking spaces;
- Ensure appropriate enforcement on parking restrictions especially in new estates
- Consider support for demand responsive solutions; and
- Consider congestion style road charging.

Bus services must also be reliable in order to achieve the target, in partnership with the local authority bus priority measures and traffic modelling on key commuting corridors should be considered for each proposed development site.

The latest Visit York tourism statistics show tourism has an annual economic impact of £564 million per year, and supports 19,000 jobs in the City of York. Whilst a proportion of this is comprised of coach generated visits, York is a major coach destination for both domestic and international visitors with both markets being heavily coach reliant.

Coach tourism is typically comprised of day and short break visits which are typically non essential visits, but rather visits made for leisure purposes. If traffic and supporting infrastructure becomes a

barrier to this non essential market, visitors and coach operators will elect to visit more accessible locations or look to other options of travel.

Coaches should be considered within any wider public transport plan and included in bus priority measures to speed up journeys. From an air quality point of view emissions per passenger travelling by coach are far below the per passenger figure of travelling by car.

Whilst available land within the City Centre is at a premium in the Centre of historic York, coach parking and facilities should not only be maintained but increased and further developed wherever possible, easily accessible to the places tourists would like to visit. Drop off and pick up facilities near key attractions and facilities can make a useful alternative where coach parking is not possible.

Parking charges for coaches should not be prohibitive and discourage use leading to either coaches not operating, or causing on street issues elsewhere. Major events are a specific example of where coach parking is at a premium, and also charges are at a premium whether coaches are visiting an event or not.