

Traffic Congestion Ad-hoc Scrutiny Review

Recommendations Arising From the Review To Date

Recommendations to be implemented in the short term i.e. included as part of the preparatory and ongoing work for LTP3	
i.	Strengthen the place of transport policy in future versions of York's Sustainable Community Strategy to recognise its importance in the life of the city and the importance of tackling congestion to its' residents
ii.	Commission a detailed study involving stakeholders, of a future long term Transport Strategy to 2025 and beyond based around the scenarios emerging from the consultation.
iii.	Adopt an on-going public engagement strategy in terms of the future transport strategy and solutions for the City
iv.	Adopt the transport hierarchy detailed in paragraph 19 of the Final Report
v.	Fund the development of a comprehensive 'Smart Choice' package including personalised journey planning to maximise modal shift together with a re-invigoration of 'Travel Plans', ensuring they are implemented, monitored and periodically updated
vi.	Re-acknowledge the role of city centre car park availability and fee levels relative to bus fares in influencing modal choice, whilst taking account of the short term economic situation and recognising the importance of both imperatives. Remove car park charges from the budget process entirely and set them as part of a longer term policy approach to both transport and the city centre economy
vii.	Ensure the current local development control policies on limiting city centre car parks are enforced and further tightened up within the new Local Development Framework
viii.	Seek an agreed traffic enforcement strategy with North Yorkshire Police for the York area and establish an on-going delivery partnership arrangement to address issues including: <ul style="list-style-type: none"> • bus priorities • road safety • on-street parking • school no parking zones • considerate road user campaigns across all modes
ix.	Make representations to Government in relation to the roll out powers to non London authorities on enforcement issues possibly through the Sustainable Communities Act
x.	Undertake an early comprehensive review of the current bus network in terms of appropriate changes to match changing development patterns and gaps etc, since the 2002 review

<p>xi. Undertake an urgent review of the Council's bus strategy, taking into account the new powers in the recent transport act, so as to move towards a bus network that is completely integrated from the bus users point of view, including integrated ticketing and day round services, to include:</p> <ul style="list-style-type: none"> • Examining how the current stagnation in overall bus usage, decline in non-concessionary usage, and in the conventional bus network can be reversed • Ensuring positive promotion of bus network and bus usage including passenger information • Improving the quality of interchange points between public transport modes and between routes with designated interchange stops, and co-ordinate bus timings • Prioritising the provision of timetable displays and bus shelters at all bus stops • Requesting that local bus companies continue to revise bus timetables to provide more accurate and credible timings, and work to them • Improving access to York District Hospital from all parts of the city, which may involve route revisions and through ticketing. Demand for parking at and around the Hospital as well as improved access can be achieved by ensuring the extension of Park & Ride services to include the Hospital
<p>xii. Introduce a Bus Champion for the City to support City Strategy and bus operators in re-invigorating the Quality Bus Partnership, and use them to:</p> <ul style="list-style-type: none"> • Examine and implement ways of improving bus boarding times, whilst avoiding penalising occasional and less well off bus users • Identify underused bus services and undertake those measures that would most effectively stop the current decline in bus usage i.e. ticketing and marketing measures for all services, holding down bus fare levels, increased non-concessionary bus priorities, influencing public attitudes and tackling outstanding issues from the 2001 Steer Davies review • Review the operation and delivery of the BLISS real time bus information display system and agree a comprehensive programme for its early roll out across the whole network, with local bus operators • Review loading and parking restrictions and their enforcement on bus routes with bus operators and the Police • Work with partners in the wider York area
<p>xiii. Drive through early implementation of full DDA compliance for all Council vehicles used by Social Services and council procured bus services, and CCTV in taxis and private hire vehicles</p>
<p>xiv. Ensure better pedestrian priority at traffic signals and in road & junction layouts to simplify and speed up pedestrian crossing times whilst minimising the knock on consequences</p>
<p>xv. Tackle road safety issues and help to make roads more attractive to green modes by undertaking 'Considerate Road User' campaigns</p>
<p>xvi. Reinvigorate cycling in York using the 'Cycling City' initiative and funding by:</p> <ul style="list-style-type: none"> • tackling key gaps in the network and difficult locations i.e. bridges, key radials and junctions, as identified by the 2003/4 cycling scrutiny review but as yet not implemented

<ul style="list-style-type: none"> • improving planning processes to ensure adequate consideration is given in new designs to cycling • relaunching Cycling Forum to give stakeholders the opportunity to shape future cycling policies and proposals, and to encourage partnership work
<p>xvii. The Cycling Champion for York to:</p> <ul style="list-style-type: none"> • ensure cycling measures are focused around what will make a difference • promote considerate road user behaviour by cyclists • engage the business community to encourage the provision of cycling facilities for both employees and visitors/customers
<p>xviii. Undertake an urgent review of the Air Quality Management Plan with a view to taking more radical action to eliminate the health risks associated with York's NO₂ hotspots, by the EU deadline of 2010. This should include:</p> <ul style="list-style-type: none"> • examining the progression of low emission zones • queue relocations using ITS/UTMC • further tightening of the Euro-emission vehicle requirements on the Council's own and its partner's vehicle fleets, tendered transport services and licensed vehicle services, given that buses account for 42% of road traffic emissions • promoting electric vehicles and the servicing infrastructure to support their roll out • consideration of a new city centre servicing plan, particular where traffic flows are frequently interrupted, and the introduction a local freight transshipment centre • working with the PCT to increase understanding of the associated health issues
<p>xix. Undertake short term project to measure the levels of most harmful PM2.5 carcinogen carrying particles, to understand if there is a problem in York</p>

Recommendations in strategic response to tackling congestion from LTP3 onwards

The Council and Local Strategic Partnership to adopt and work consistently towards the implementation of the following long-term vision for transport in the City, (complementing the city's Sustainable Community Strategy, and giving a clear direction to what the city's transport will look like in the future):

'A city which has transformed itself in traffic terms and reasserted its human scale and environmental credentials, through its residents being able and positively choosing to travel less by car and more by foot, bicycle and public transport with little delay, so as to be individually healthier and collectively to reduce greenhouse gas emissions and improve local air quality, noise levels and quality of life, and where business, leisure and other activity is thriving because of good affordable quality and easy access by a choice of travel modes'

Given the key importance of public transport within the above, the following subsidiary vision for public transport to be adopted, ensuring the Council and its partners work consistently towards its implementation:

'By 2026 York is benefiting from one of the best and most popular local bus services in the country outside London, offering a seamless passenger experience, with a single competitively priced ticketing system, high frequency daytime services to all key destinations in the city, recognised interchange points with well timetabled connections where bus transfer is required, non carbon fuelled fully disabled accessible vehicles, friendly and welcoming staff who drive considerately of passengers and other road users, good bus stop facilities and reliable interactive timetable information.'

In regard to buses, the Council to ensure further comprehensive 5-yearly reviews of the bus network are carried out to optimise the network and service frequency, taking into account new housing and other developments

In regard to freight, the Council to:

- Continue to keep the issue of providing a freight transshipment centre for the City under review if a suitable site and funding mechanisms come forward
- Lobby government (national and EU) to improve standards for HGV engine efficiency and emissions
- Ensure council and partners vehicle fleets, and tendered delivery vehicles move rapidly towards the most up to date emission and efficiency standards