



**Report on results of feasibility consultation
Registered topics: Reducing Traffic Congestion in York (no. 120)**

This topic was registered by Cllr Tracey Simpson-Laing on 13 April 2005. The following consultees below have commented this topic and have provided a response based on their professional knowledge.

Reducing traffic congestion in York (no. 120)

The AD/Departmental Officers have provided the following response:-

As the overall shape of council policy on all transport related issues was set down in the first Local Transport Plan (LTP), which runs from 2001 to 2006, in both cases if a review is to take place the starting point should be 2001.

In the case of 120 I am not sure how a review can take place of LTP2, which is the way it is worded, as it is still in the process of preparation, will cover the years 2006 to 2011 and will go through all the usual Member (ie.Executive) approval procedures before submission to Government. Therefore, again, I assume all that can be scrutinised is what has been done under LTP1.

Regarding the other questions the benefits of the Councils approach to reducing congestion are documented in the Annual Progress Report on the LTP. Any positive achievement from the review process would only be likely to arise from comparing that with what had been achieved elsewhere under similar circumstances.

Any relationship with other initiatives would point to considering both topics together as parking policy has a direct impact on congestion. However, so do many other factors such as Park and Ride and the state of the national economy and it is not always easy to disentangle the causes of change. Because the level of congestion has a direct impact on, inter alia, air quality, fuel consumption and economic development it would have links with the portfolios of Cllr Waller and the Leader.

Turning to parking the same comment as above regarding the Annual Progress Report applies and again unless there is some attempt to benchmark what has happened elsewhere in the same period, the benefits of a review of what has happened in York alone will be limited.

Moreover from what is said above it follows that a review should to address other issues including the impact of parking changes on congestion and other areas of interest.

The Executive have received a number of reports on parking matters in the last year and the portfolio links are as referred to above.

Again I apologise for not being able to address all the questions in a structured way.

Overall my conclusion is that although this topic could be looked at independently there are limited benefits in doing so because it is too closely related to other facets of transport policy. If it was to go ahead, either separately, jointly or taking into account other factors of relevance (a very wide-ranging remit) the review(s) would need to be based on what has happened since 2001.

The Executive Member has provided the following response:

Little to add to the comments above. The title and the justification don't seem to tie up. How can we scrutinise a process that we are in the middle of? LTP2 will go through the normal consultation process and if we did as suggested then we would miss the date that we have to have the draft submitted by.

Marketing and Communications have provided the following response:

Each year, the Residents' Opinion survey includes a list of service areas and ask respondents to consider each one and select whether they would like to see more, less or the same spent on each one in the coming financial year. In 2004, the results for managing traffic were:

	More	Same	Less
Managing traffic	40%	48%	12%

In 2003, the Residents' Opinion survey asked respondents which things they thought were most in need of improvement in York. Reducing the level of traffic congestion was considered the third most pressing improvement at 43%. The top improvement was reducing the level of crime (51%) and the second was road and pavement repairs (44%).

In January 1999, four focus group discussions were held in York with local residents. The fundamental objectives of the discussions were to discover the views of local residents regarding traffic and travel in York, in particular, cause and effect of traffic congestion and to gauge receptiveness to a number of measures detailed in the Government's "White Paper for Transport".

All four groups were forthcoming with suggestions which may help to curtail York's congestion problems. Spontaneous suggestions to reduce congestion included:

- Improve public transport system (frequency, cost, routes)
- Re-introduce the old 'Hopper' bus service
- Re-open old railway stations (ie Haxby) to offer an alternative route
- Operate a river bus service / monorail / metro system
- Road user charging - pay to come into York, perhaps at rush hour
- Increase non-central car parks
- Increase car park charges
- Place weight and time restrictions on delivery vehicles

- Improve cycle routes to include bridges for crossing roads
- Encourage large employers to incentivise use of public transport / cycling
- Increase the number of Park and Ride facilities
- Offer discount vouchers for York's attractions to incentivise tourists to use Park and Ride
- Give discounts to groups of bus users

Over the last few years, Marketing and Communications have run a number of focus groups and included questions in Talkabout about usage and barriers to using alternative forms of transport e.g. residents have been asked for their views on bus travel, cycling and walking.

The Neighbourhood Pride Unit has provided the following response:

The issue of traffic congestion is of general interest . However, it's likely that residents situated towards the centre of the city (Micklegate, Guildhall, Holgate, Fishergate) where congestion is most concentrated or those situated along the main arterial routes in and out of the city (Fulford, Dringhouses and Woodthorpe, Hull Road, Clifton, Skelton, Rawcliffe and Clifton Without) will have the biggest interest in this matter. LTP issues would be of particular interest to the wards identified above and would make an interesting agenda item for ward committees.

It would not directly relate to the York Pride agenda, though a reduction in congestion would help make neighbourhoods safer, cleaner places and presumably would increase the % of people who were satisfied with their local area / neighbourhood.

The Policy Unit has provided the following response:

Traffic congestion - I'm not sure what member involvement DEEDS has planned already in relation to LTP2 and so although I think it would be useful for all members to be able to have a say on LTP2's development, I can't comment as to whether this scrutiny topic would be duplicating any existing work. I do understand though that addressing congestion is a major element of LTP2 already

The Performance Improvements team has provided the following response:

The specific issue of parking isn't mentioned in the vision for York , only the more high level aims of reducing congestion, environmental impact etc.

Adapted from report prepared July 2005 on topics 120 and 121