

No	Date Received	Comments for Committee's Consideration
1	01/03/10	<p>To be honest, I don't think your questionnaire actually allowed any space for "my views" in the usual sense: I could only tick the options provided and there is no free-text comments box anywhere. So I'm writing this as a summary of my views. The transport options provided are disappointing and limited. They don't begin to address the aspirations in your Traffic Congestion Ad-hoc Scrutiny Committee Jan 2010 document (which I think is very good). In my view you should be aiming to reduce traffic by say 30%, not just limit its increase. The means of achieving this are clear - a coherent, complete and safe cycle/walking network; comprehensive, legible, frequent and cheap public transport; significant financial penalties for "unhelpful" private car use. Without such a decrease in vehicular traffic, you won't provide an environment in which people choose to switch to greener transport modes. It's a chicken and egg situation, but the only way to resolve it is by assertive Council action. The public won't vote to be restricted in their use of their cars. They won't like it either, when it happens, but it's necessary.</p> <p>Some specific observations: - the so-called inner ring road seems to me to be a key pinch point in the system. It is hard to make a cross-town journey without using it, and it is routinely gridlocked. Congestion charging applied to the circle bounded by (and including) the inner ring road would be an effective tactic to encourage "switching" of within-town journeys; - the bus service is a disaster. I tried to work out how to get to the Racecourse from here (Leeman Road). I would be happy to walk through the rail station to catch a bus from there, but the only option is the 21 - run by a "minority" company so not on the main timetable, and when I finally found it, only running every two hours! - the park and ride network is a good starting point for modal shift, but you need to allow e.g. cycle parking - not just "car to bus"; - how about a long-distance bus station on the north-west perimeter, linked by a light rail link to the central station? In general, why not develop a local industry in "green" light rail technology, linking back to the area's railway heritage?</p> <p>I'm not a full-time York resident - we have a second home here - but I would be very willing to help advance this debate by e-mail, and when I'm here.</p>
2	15/03/10	<p>I have been filling in the traffic congestion survey which was delivered to my home last week. Thank you for sending it; I am delighted to see the problem being addressed in this way. While I have tried to answer all the questions carefully, I feel that in some instance merely ticking a box gives a less than adequate response. I hope you will bear with me in noting the following extra comments. * For each part of Q6 I have ticked the 'nothing' box but also given a 'partial' tick to other boxes. For instance, if it were raining heavily I wouldn't go by bike, nor would I do so were I carrying heavy baggage but I felt that had I ticked fully only those boxes it might appear that that put me off cycling completely (despite my tick in the 'Bike' box in Q5. The same goes for travel on foot. * I found it quite difficult to decide on a ranking order for Q7. On another day I might well put the options in a different order! * The same sort of comment applies to Q8. I thought long and hard before deciding not to tick the 'improve cycle routes' and 'invest in additional Park & Ride' choices.</p> <p>Of the ones I did tick, I was particularly pleased to see the idea of establishing freight depot(s) on the outskirts. If this comes about, I hope the Council will invest in 'slim line' vans thus avoiding the present early morning blockages that currently occur in Petergate, Colliergate etc. On the question of outer ring road junctions, the best answer would be to build flyovers (presumably too costly but, in my view, a much better solution than that often proposed in the press, i.e. dualing of the present road ? you should go to Galicia in Spain to see what has been done there). I believe a fairly straightforward improvement would be to split each road approaching a roundabout into three (one for turning left, one for straight on, one for right turn), making the left lane a 'dedicated' lane with a long lead in to the road it is joining so that traffic might merge (as one does on joining a dual carriageway) without anyone actually having to stop. * With regard to Q9, 10 and 11, who is supposed to fill them in in a household where more than one person lives? *</p> <p>Finally, I intend to deliver the completed survey by hand to the Council offices as I felt the way it was folded was somewhat insecure to go in the post. I wish you well in your deliberations and look forward to hearing the outcome.</p>
3	04/03/10	<p>Recently I received the City of York Council 'Tackling Traffic Congestion in York' 'Consultation' questionnaire and was angered to see that there is little consultation involved. I know that this 'consultation' is has or is due to land on every household doorstep in York over the next week; I would urge everyone to reject all four of the identified scenarios on the basis that they will all see an increase in traffic in the city, a city that is packed to the rafters with traffic already. My question to you and the council is - shouldn't we be aiming to reduce traffic congestion in the future or at the very least have no further increase? Especially now that the Council has made a clear commitment to cut York's CO₂ emissions by at least 40% by 2020, and for passing a recent motion requesting WOW to investigate ways and means of achieving this (this is great news by the way!).</p> <p>I regularly cycle to work and have to endure the air pollution and high levels of traffic, I for one do not want more traffic on the roads and I am sure that other road users do not want their journey times increased even further. I urge the City of York Council to identify a scenario E that has a minimum zero increase in York's traffic by 2021. I am sure they would have a lot of support from cyclists, pedestrians, bus and train users and car owners. Please give me and other York residents a 'Scenario E'!</p>
4	27/03/10	<p>I filled in a council questionnaire recently asking what level of traffic increase I wanted in York. I ticked all the boxes which would cut the most CO₂ and make the city pleasanter and safer. But I don't want any increase in traffic, I want decrease. Increase would be terrible, it's bad enough as it is. When I cycle to work along Bishopthorpe Road on a morning, I often can't get past the cars, who wait in jams right up to the curb. How can the country meet greenhouse gas reduction targets if we allow traffic levels to rise?</p>

5	01/03/10	<p>Having considered the proposal for an additional Park & Ride site (P&R) at Poppleton, coupled with the problem of 'Tackling Traffic Congestion in York' I would like to make the following comments that I trust will be taken into account in due course.</p> <ol style="list-style-type: none"> 1. The problem seems to be that there are too many private cars in York and that there are not enough people using public transport, cycling or walking (PCW). 2. I know that many <u>local</u> people (including CYC councillors) use a P&R (<u>probably 50% of P&R users</u>) instead of PCW. Most of these local people will use a car to drive to a P&R site. I do not think that a survey has been made of those who use P&R. 3. If <u>local</u> people felt that PCW was better <u>for them</u> for local journeys, they would not need to get out their cars either to drive to a P&R or for a local journey. 4. By encouraging local residents to use public transport (convenience, cost, frequency, publicity etc) much use of private cars in York could be eliminated. 5. Public transport in York could be encouraged by regular services, keeping costs lower than P&R fares, timetables at all bus stops, more use of 'live departure boards', etc. It would probably pay in the long term to subsidise public transport in the city (not P&R) to the point where it might be free of charge within the city itself. 6. I believe that there are now sufficient P&R sites in York to cater for those travelling into the city from outside. By encouraging P&R use the CYC is actually <u>encouraging the use of private motor cars</u> and many local people believe this is better than the use of public transport. 7. Each P&R site takes up much valuable Greenbelt land. 8. Each P&R site means more rainwater that would otherwise be absorbed into the ground is ultimately channelled into the River Ouse causing even more flooding. 9. The several million pounds saved by not building any further P&Rs could be used to improve the road system for public transport and cyclists. 10. The use of 'freight depots' on the outskirts of the city would enable local delivery vehicles to be reduced in both number and size
6	05/03/10	<p>May I as a lifelong resident of York (aged 73) call upon the Council to scrap this consultation and start afresh in view of the announcement on Tuesday that the Government has abandoned plans for charging to commute into major provincial cities. It seems obvious that no money will be available to introduce congestion charging and instead Councils will have to demonstrate that their transport strategies will cut congestion by promoting alternative modes of transport. Starting again would give the Council chance to promote much more radical policies than any of the existing scenarios</p>
7	04/03/10	<p>I believe the current consultation which is underway regarding cuts to traffic congestion does not go far enough: I do not agree with any of the 4 scenarios presented, and am disappointed that there is no scope on the consultation questionnaire to put forward other options. I believe that the target for cutting congestion should assume, at worst, a 0% growth on 2005 figures, and have written this, where I can, on the questionnaire. Please could you discuss this option with your committee and think again about setting some more challenging targets? As both a cyclist and a car driver in the City I believe congestion is getting worse and we need to be radical about how to tackle it. York has a good track record in creating alternatives to the car, and I would hope that, with the support of a growing number of local residents, your committee will take whatever decisions are necessary to improve our quality of life.</p>
8	02/03/10	<p>Traffic Congestion Committee aims are not stringent enough and should be no more than zero growth. 20's plenty should also be on the list because of Lower emissions</p> <ul style="list-style-type: none"> • When 30 kph zones were introduced in Germany, car drivers on average had to change gear 12% less often, use their brakes 14% less often and require 12% less fuel. <p>I don't know what the evidence is, but believe that 20mph also smoothes traffic flow and reduces congestion. City of York council has committed to reduce the carbon footprint of the city and without slowing traffic growth to zero, this won't be achievable.</p>
9	22/02/10	<p>I note that the only option which does not include charging is Option C. I also note that this is the option which you appear to suggest is actually unachievable. I therefore feel that in reality I am being asked my opinion only on solutions which involve charging. I feel that this is mis-leading, since the council have clearly already decided that charging is the only realistic solution. I also feel that the council will use the results of this survey to claim support for the charging option. The council must re-think their approach to this issue and present more innovative and effective solutions for York so that there can be meaningful input from residents. I look forward to receiving your explanation. I will not be returning my questionnaire.</p>
10	02/02/10	<p>I have just completed the questionnaire on traffic congestion but the past three days have shown that one way to do this at minimal expense is to close Gillygate permanently. The difference it has made to traffic congestion in the city centre and to the quality of life for those of us who live there is quite extraordinary. Such measures are not even considered in the questionnaire - could I ask that consideration is given to this?</p>
11	19/02/10	<p>I have heard on the BBC News that you are looking at options to tackle traffic congestion in York. One of the possible options being considered we are told is "Congestion Charging". Having looked at your website to investigate this further I find a questionnaire has been produced for York residents only. The Congestion Charge will affect all traffic users in York many, if not most who do not live in York. My wife and I travel to York regularly, not for business but to visit, dine, shop go to the theatre and already find the parking charges extortionate. Should you introduce congestion charges I can assure you that we will take our custom and hard earned money elsewhere. Traffic congestion in York is not critical by any means and this will just be another money raising venture</p>

12	02/03/10	<p>I am writing concerning the current consultation on Tackling Traffic Congestion in York. We can all agree that "York is rightly famous for its history, and that its medieval road network was not designed for 21st century traffic." However the council's consultation on "Tackling Traffic Congestion in York" does not appear to take sufficient notice of this important fact. The consultation states that "if nothing is done by the year 2021, traffic levels are forecast to increase by 28% above 2005 levels." But it then presents four scenarios, which cater for traffic growth in the range 8-21%.</p> <p>I agree with the consultation that "a major change in approach is necessary ..." but I do not consider that the scenarios presented achieve this. Most residents of the city, and many visitors, clearly understand that traffic congestion is already unacceptable; offering only further increases into the future, and hence even worse traffic congestion, is not a solution. I strongly believe that the target should be zero growth, at most, in road traffic, to be achieved by much improved provision of alternatives, including rail, bus, cycling and walking, together with policies to guarantee that travel by public transport within the city is competitive, in terms of travel times and costs, with use of the private car.</p> <p>At the same time, the environmental impacts of traffic need serious action; local air pollution from traffic already reaches or exceeds EU standards at peak times in some locations, traffic noise dominates many areas and, as a global historic city, York must demonstrate a serious effort to reduce overall CO₂ emissions, including from transport. Where are the policies to encourage zero- and low-emission vehicles and electrically-powered public transport?</p> <p>In comparison with many historic cities in Europe, York's approach to tackling traffic congestion is at best mediocre; what is needed is no less than world-class policies and plans, to support the long-term future of the city and all its residents. None of the four scenarios presented in "Tackling Traffic Congestion in York" is sufficiently ambitious. I well understand that transport plays an important role for any city; what I would like to see is a system that recognises the constraints of the existing medieval city while enhancing the accessibility of York for all rather than simply meeting forecast travel demands. I urge the Traffic Congestion Ad-hoc Scrutiny Committee to re-consider options for the future and to develop more suitable scenarios for further public consultation.</p>
13	19/02/10	<p>To the wasters who run York - as an ex York resident who now lives in Tollerton, I now find myself not having too many good reasons to visit York: The problems started a few years ago when you decided that the already hugely over priced parking fees should be even further increased, even charging those visiting the City after 6pm at least £2. And now you are thinking of introducing congestion charges on top of all this, do you not already think you get enough rates through 'robbing' small businesses who try to make a living within the City. Obviously that's not enough, now you want to 'rob' the public who visit the City trying their hardest to support such small businesses. After reading in the Press how you waste York's rate payers money on swine flue wipes (OVER £62'000!!!!) the only question I can ask is where on earth do you shop??? Haven't you heard of the credit crunch...I'm sure you can use your heads and find a much better deal somewhere. Mind you, I'm sure with your track record you'd employ someone to research a better deal but end up paying them £100'000 P/A to do it!</p> <p>And what did you waste on Council office drawings? £3.5 Million I believe I heard, and the end result is... opps, still waiting to see the end result. I doubt it will be in my lifetime. I wonder if you waste your own money the same, or maybe you're not too concerned as with your income you have enough money to waste. Come on, move with the times (MOST OF THE UK SHOP ONLINE SO WE DON'T NEED TO COME TO YORK TO BE RIPPED OF BY YORK COUNCIL FORCING THE PRICE OF GOODS UP IN THE CITY, WHICH IS SURELY WHAT WILL HAPPEN). Who controls you really? You cant have come up with all these money making ideas all on your own, or is it that you're under the magical spell of Mr Brown? I don't expect a reply as I'm sure you don't care what I think (I am your target audience by the way, shopping in York, using restaurants and theatre's, or should I say USED to shop in York, and use restaurants and theatre's). I suggest you take this email on board as if you went out onto the streets and actually spoke to the public to get their opinions (now there's a novel idea!) you would hear the above from 99.9% of the Public.</p> <p>Myself and my family enjoyed visiting York, but will no longer be doing so should you introduce congestion charges.</p>
14	09/03/10	<p>I recently met your chief executive Kirsten England and Leader Cllr Waller, with our MD, for a general discussion about our company's contribution to the economy of York. She mentioned your consultation on traffic and transport which I've taken a look at. I'll forward it to all members of our team working in York. However, on a more general level we would like to stress the importance of services like ours which provide sustainable and accessible transport into York for commuting as well as tourism. We have a very healthy flow of commuters arriving on our morning service (arr. 0819) from Sunderland, with large numbers traveling into York from Northallerton and Thirsk. On the subsequent arrival at 10.52 there are significant numbers of shoppers and people having a day in York. We will try and get you some more precise data on these. And of course we have a large leisure flow from London to York. So what we're saying is that small operators like ourselves can make a real difference and attract people out of their cars by running trains at convenient times, at affordable prices.</p> <p>If you want to discuss what we are doing in any more detail, do please get in touch. Hopefully the above observations can be incorporated into your findings.</p>
15	19/02/10	<p>With regard to the traffic Congestion Survey I have received, my circumstances don't fit many of your questions. I am a car user. I work as a supply teacher, which means that I work in schools within and round the York area. From day to day I generally don't know where I will be working. I can get a phone call at 7 o'clock in the morning. The work can be in York or further a field. The work can be all day, or a morning or afternoon. Congestion charges could seriously affect my income, as could work place parking charges. What I haven't seen in your leaflet is the potential to link all of the park and rides along the outer ring road, for example, linking Clifton Moor with Monks Cross. I don't use buses very often. I am more likely to get my car out and drive to the local Park and Ride. I can get on the park and ride by walking just down the road, but I don't because if I get on there it costs a great deal more than driving further and getting on at the Park and Ride site, which is madness. Additionally, I live close to the former Grain Store on Water Lane, near Clifton Moor, where there are a further 200 houses planned.</p> <p>At present, I often find the traffic backed up right down Green Lane, as well as the junction between Rawcliffe Lane and Shipton Road, making it difficult to travel anywhere. I can only see this situation getting worse when the new development is built. Having lived here for 25 years, I feel that the congestion charge would unfairly penalise me for living here.</p>

16	19/02/10	<p>As I await my copy on the consultation document, I would like to comment on the document which I have already seen on the web site. Unless I have missed it, there is no indication of the location of the Congestion Charging geographical limits. I would also want to know what is the situation for people who will live inside those limits, e.g. will they be charged for going to their own homes by car? I recognise and support the necessity of tackling York's traffic problems and have a view that the Bus Services, in particular, First York need to provide a service that car drivers want to use. After living in York for a few years, I use the bus when ever possible but First seem to run their transport services to suit themselves and timetables seem a waste of time. I have waited for a number 6 to town for instance (allegedly a 10 minute / regular frequencies) service for 45 minutes on one occasion last year at the Melrosegate/Alquin stop. While I was waiting I counted 5 number 6's going the opposite way. It is common to see number 4 or number 6 buses travelling in pairs/triples with the front one full to bursting yet the second and /or third not picking up. When the University Road was closed last year other bus companies had signs on their stops showing the temporary arrangements. From First, nothing, until I complained. They then claimed the information was on the internet site under, not York but Regional. Strange it appeared the same time as I complained to them. They did of course say it was the Councils responsibility as usual. Latterly, due to the impending closure of Gillygate, First have announced that it will not service the Hospital for the duration. Surely they could offer some alternative link, but they just do not seem to care. It is only recently, after a number of complaints to First, that they notify anyone of changes at least by the internet or the FTR screens. My point for labouring this is, people will avoid using public transport if it runs as above. "Traffic in York" is oft quoted as an excuse yet Coastliner seem to run a fairly consistent service through the same traffic. Maybe a system similar to the trains is worth considering where late run services, outside a reasonable framework, are penalised by City of York Council contracting.</p>
17	20/02/10	<p>I will be completing the consultation paper as best I can although i have to say I think the whole exercise is very poorly thought through. By being presented with 4 options, each of which includes a variety of measures, the views of York residents are being shoe-horned and we are steered towards accepting one of a number of very random selection of measures. In particular I note that on page 6 of the document, there are no less than 6 of the 11 proposed measures that are included in whichever "scenario" is adopted. So one does have to question whether this is a meaningful consultation as you already seem to have decided that York needs these measures.</p> <p>I write now in particular about the proposed freight depot on the outskirts of the city - a £6 million project which it seems you have already decided to pursue - This proposal beggars belief. With the current time restrictions on loading / unloading in York I do not believe that further restricting lorry access would help York centre to survive as a buoyant trading centre. Anybody who knows anything about transport knows that lorry drivers rely on shop staff etc to help them unload (e.g. Argos, M&S) and this is generally done very early in the day causing no problem at all and no congestion as there is no other traffic about at 7a.m. If you do not believe me, may I suggest some councillors go into the centre of York at 7 - 7.30am and see just how little congestion there is, and how many lorries are unloading! Have you not learned the lesson of the railways?? The railways LOST their freight traffic because of the cost and time of transferring loads to road transport for delivery to their final destination.</p> <p>What on earth is the point of making lorries park outside York only for their loads to be transferred (by whom and at what cost to me?) onto different lorries just sodifferent lorries can go into the city centre to unload them? Does this make sense? If not why has the scrutiny committe suggested that you spend £6m of OUR money on this white elephant? There are many other issues I have with this report which I may e-mail you about - the document itself provides no space for comments so is almost a waste of paper. But at least it will be recycled in my household.</p>
18	16/03/10	<p>thought it preferable to email our business response as the consultation format is geared to individuals and doesn't feel appropriate to us. We are a city centre medical practice serving the centre of York and the northern and eastern suburbs, essentially out as far as the outer ring road. Historically we have patients registered with us who live within a large circumference, roughly equivalent to the outer ring road.</p> <p>Many of our 6300 patients drive into York to visit the surgery, parking in either Bootham Row or Union Terrace car parks. We have a high number of high elderly patients and some will drive specifically because they are infirm and need to get as close to the surgery as possible to minimise travel by foot. Our practice list size is steadily increasing and, with the proposed lifting of restrictions on practice boundaries, may rise significantly in the foreseeable future – a government consultation is currently underway on this proposal. A significant number of patients need regular access for ongoing clinical care.</p> <p>Many of our Clinical and some practice staff also drive to work each day – doctors requiring ready access to their cars for home visits, which may require travelling into and out of York several times in a day. We rent dedicated parking spaces in Bootham Row car park for our clinical personnel, some of whom work in other locations as well and would be travelling in and around York as part of their daily routine. We actively promote cycling and recently had 2 cycle stands fitted for patient's use (as many as space permits) and are in the process of increasing our secure on-site cycle parking for staff.</p> <p>As we are located on Gillygate, we are fully aware of the traffic congestion in York and would welcome some action to reduce this. However, we feel that a congestion charge or a further reduction in car parking in the immediate locality would be acting against the interests of our patients, reducing and/ or increasing the cost of access and therefore penalising them for seeking medical care at the practice of their choice. It also feels inappropriate for our clinicians and staff, who are providing an essential service to the local population, to face increased travel costs or reduced parking availability.</p>

19	16/02/10	<p>Thank you for the questionnaire on traffic congestion. I find it difficult to fill in because it only offers scenarios for reducing the increase in congestion. Could you not provide a scenario for reducing congestion? Or even preventing it?</p> <p>Response from Chair of Traffic Congestion Ad-hoc Scrutiny Committee:</p> <p><i>Can I thank you for taking the trouble to contact us regarding your concern, which I do understand. When we set off on this scrutiny, I'd personally hoped that we could achieve at least a zero motorised traffic growth option, if not a reduction one. In practice that has proved rather more difficult than I'd expected for a number of reasons - 1) the scale of the physical growth of employment, and to a lesser degree housing, that was anticipated in York over the 15 year planning period relative to an already overloaded road system, 2) the scale of the transport investment that our Council officer advisors thought could realistically be available over that period under the different options, 3) the effectiveness of the various measures considered - where conservative UK evidence based values have been used by the Council officers advising the committee, 4) the limited resource available to the scrutiny committee in terms of both officer time and independent expertise to challenge those assumptions, 5) the need to try and maintain both an all party and an evidence based consensus in order to get the politically</i></p> <p><i>difficult questions on the table and in front of residents and the business & other organisations without it degenerating into a political football match or being challengeable from not being evidence based. The result has involved a substantial degree of compromise and is not perfect, as I think all of us involved would acknowledge, but it is the best that we were able to produce in the circumstances. I should also make clear that the questionnaire is also only broad brush, and not the end of the story.</i></p> <p><i>What I hope is that we get a reasonably clear answer from the consultation in terms of authority to move forward with a major investment approach that is transformational, and that allows the Council to take a clear decision to commit to that and to commission the work to develop that approach in detail - consulting residents, businesses and other organisations on the substantial outstanding questions and technical details that still need to be resolved, and to making the necessary bids to Government, etc. In the process of working up the solution, we will be able, and need to gain a clearer view on what actually is achievable, which I'd personally hope would enable us to get much nearer to a zero motorised traffic growth than our officers felt was possible. It clearly is in principle if we look at the best examples in other European countries, but it will require a substantial change in culture and attitude to achieve here. However the quality of life, environmental, economic and sustainability gains would be major if we can, as is clearly pointed out in the committee's interim final report if you haven't already looked at it.</i></p> <p><i>In terms of us making our final recommendations to the Council executive following the current consultation exercise, I have asked our scrutiny officer to report this and other e-mails to the committee, so we can consider the points you make as part of our final deliberations. You're welcome to submit any further comments in returning the questionnaire, which should be picked up in the report back too.</i></p>
20	19/03/10	<p>I am writing to you regarding York City Council's future transports plans and particularly the current consultation on tackling traffic in York. I recently received the consultation thorough my letterbox, but was very dissapointed to see that it gives us no choice other than to opt for an increase in traffic levels ranging from eight to 20 per cent. The last thing we need in York is yet more traffic - I strongly believe that we should be aiming for at least zero growth in motorised transport in the future.</p> <p>The reasons for this are numerous. Our health is affected by rising pollution levels across the city particularly on Gillygate, Fishergate gyratory and Nunnery Lane. The Council will find it difficult to achieve its recent commitment to cut local CO2 emissions by at least 40 per cent by 2020 with rising transport emissions. Rising traffic levels will cost people and businesses money, time and frustration and we must plan for the likelihood of increased fuel prices by providing affordable, accessible transport. Instead York must show bold and ambitious leadership through innovative schemes that support cheap, reliable, public transport, better pedestrian and cycle routes, people switching to cheaper, healthier, more sustainable transport and safe streets for everyone.</p> <p>Having lived in a number of other cities that also share York's traffic congestion problems (including London, Oxford and Edinburgh) I think York can learn from some of the solutions that these cities have applied. In both London and Oxford residents parking permits have made a significant difference, by reducing commuter traffic and making residential streets safer places to live, with less traffic coming and going. Meanwhile, the congestion charge in central London has been a huge success, despite initial misgivings. Unlike many other cities York has an ideal layout (with an inner and outer ring road) for introducing some kind of congestion charge. The layout of Edinburgh made congestion charging a difficult proposition, and the idea was rejected there, but instead Edinburgh council are introducing a widespread tram network.</p> <p>Making these kind of bold decisions is difficult, and may make York council unpopular intially, but once these systems are in place I truly believe that they would make York a better place to live and to visit, and would soon win favour with residents and tourists alike. Please can you pass on my comments to the relevant councillors or committees and show your support for less traffic, not more, in York.</p>
21	22/03/10	<p>I am faced with a questionnaire to fill in by this week but when I look at it there are areas I agree with but also areas which I think you have fundamentally wrong. If I reply by sending it in I am faced with chosing between options some parts of which I agree with and some which I would feel unable to agree with.</p> <p>Therefore I will probably not send in because I don't want to give you an answer which you could misinterpret. As often the case your questionnaires seem to me to be biased and inflexible and not really asking open questions.</p> <p>I am very disappointed with you.</p>

Dear XXXXXX ,

To clarify, the views you have expressed via email to both myself and Ian Stokes will be published as part of the presentation of feedback from the consultation - your name will be removed from the information to protect your identity as per council policy.

The Committee members will have the opportunity to comment on the information contained within the publicly available published agenda but as an officer, it is impossible to know what bits of the information the Committee members will choose to pick up on.

We are currently in the process of setting a date for the meeting. When the agenda is published I will email you a link to the agenda so that you may view it online. The meeting will be open to the public so you are welcome to come along and hear the debate. You may also choose to register to speak at the meeting if you so wish - the agenda will include information on how to register.

Melanie Carr

-----Original Message-----

From: XXXXXXXXXXXXXXXX
Sent: 22 March 2010 14:26
To: Carr, Melanie
Subject: RE: Tackling traffic congestion consultation

Dear Melanie,

Thanks for your prompt response, when the findings are made public I will therefore expect reference to be made to the ambiguity of the consultation.

Regards,

XXXXXXXXXX

Subject: RE: Tackling traffic congestion consultation
Date: Mon, 22 Mar 2010 11:50:57 +0000
From: melanie.carr@york.gov.uk
To: XXXXXXXXXXXXXXXX

Dear XXXXXXXXXXXX

In order that your views (and others received from members of the public) can be taken into account, I can confirm that all of your correspondence together with the responses you have received from Ian Stokes, will be presented to the Traffic Congestion Scrutiny Committee when they meet to discuss the findings from the consultation.

Regards,

Melanie Carr
Scrutiny Officer
scrutiny Services
City of York Council

-----Original Message-----

From: XXXXXXXXXXXXX
Sent: 20 March 2010 15:13
To: scrutiny@york.gov.uk; Carr, Melanie
Cc: Stokes, Ian
Subject: RE: Tackling traffic congestion consultation

Dear Melanie,

I trust you have had time to consider the email correspondence (last dated 11th March) and that you can now confirm that due consideration will be given to the "ambiguity" of the consultation document and acknowledge same.

Please respond before your 26th March deadline for consultation response and that " scrutiny " will indeed be carried out.

Regards,

XXXXXXXXXX

Subject: RE: Tackling traffic congestion consultation
Date: Thu, 11 Mar 2010 14:19:47 +0000
From: Ian.Stokes@york.gov.uk
To: XXXXXXXXXXXXX

CC: scrutiny@york.gov.uk; melanie.carr@york.gov.uk

Dear XXXXXXXXXXXXX

Further to your email (see below), your comments have been forwarded to the Scrutiny Committee for consideration.

Yours sincerely,

Ian Stokes
Principal Transport Planner (Strategy)

-----Original Message-----

From: XXXXXXXXXXXXX
Sent: 11 March 2010 13:46
To: Stokes, Ian
Cc: Carr, Melanie; scrutiny@york.gov.uk
Subject: RE: Tackling traffic congestion consultation

Dear Mr Stokes,

Thanks for the clarification.

1. Begs the question as to why the two versions of further bus expenditure are listed separately as options on both page 6 and page 7 of the consultation.
2. Further ambiguity exists re the reference to tram trains in the scenarios which are included in the options A,C and D without as you say any costs being included for them.

3. I note your point re RUC however I maintain it is disingenuous to include costs for implementing such a scheme without including any revenue forecast. Do you have any idea as to revenue other than it being greater than the cost of set up and running costs ?

I trust the above will all be taken into account when the Scrutiny Committee analyse the responses received and that due care will be given to the validity of the consultation in view of how it will or may inform policy.

I await confirmation from Scrutiny Committee that the ambiguity of the consultation document is recognised.

Thanks again for your prompt response.

Yours sincerely

XXXXXXXXXX

Subject: RE: Tackling traffic congestion consultation
Date: Thu, 11 Mar 2010 10:01:33 +0000
From: Ian.Stokes@york.gov.uk
To: XXXXXXXXXXX
CC: melanie.carr@york.gov.uk; scrutiny@york.gov.uk
Dear XXXXXXXXXXX

Thank you for your email, in reply to my email to you responding to your enquiry. Please see my annotations to your email below, which, I trust, clarifies the initial response.

Yours sincerely,

Ian Stokes
Principal Transport Planner (Strategy)

-----Original Message-----

From: XXXXXXXXXXXXXXXX
Sent: 10 March 2010 20:20
To: Stokes, Ian
Cc: scrutiny@york.gov.uk; Carr, Melanie
Subject: RE: Tackling traffic congestion consultation
Importance: High

Dear Mr Stokes,

Thanks for your reply.

1. Clearly the roundings have little bearing on the overall figures but even if one of the either/or £3m was deducted from the addition we would still be left with a £33m gap between the most expensive scenario and the total of all measures on page 7 !

Can you please clarify this £33m gap. [Stokes, Ian] This is due to the measures starting 'Invest in supporting local bus services...' and 'Invest in local bus service vehicles and infrastructure...', being, as far as I believe, an 'either or' option rather than an 'and' option, so the two figures should not be added together (as previously stated the latter measure is, as I interpret it, an enhanced version of the former).

2. As regards the tram-trains cost of £50m can you please answer the question as to why it is included in the scenario measures but specifically excluded from the specific £120m [Stokes, Ian] This cost is not included as the apportionment of vehicle procurement costs has not been

determined, for a project, which, in the main, is within the West Yorkshire with a spur to York. ' rough cost ' measure on page 7 or are all of the scenarios A,C and D figures £50m short ?[Stokes, Ian] - No!

3.I think you will agree that it could have been made explicit that there would be a £5m cost to introduce RUC and frankly I am surprised that it has not and that you have chosen not to forecast a figure for the revenue from such a charge. Do you have any idea what the revenue would be ? I understand that this may have been superseded in any event by the proposed 'Urban Challenge Fund' ?[Stokes, Ian] As the questionnaire was produced by a Council Member Scrutiny Committee, it was up to the Committee to decide and approve its content and phrasing. Revenue generated by RUC is expected to be greater than the cost of setting it up and running it, and the revenue income, is expected to finance some of the measures within the scenarios. Another aspect of RUC is for securing Government funding such as Transport Innovation Fund (TIF). Whilst it has been announce recently that TIF has been superseded by Urban Challenge Fund (UCF), this was not known at the time of the Questionnaire being issued and the implications of UCF will need to be taken into account within the city's emerging Local Transport Plan (LTP3), which this consultation may inform.

I await your further clarification on the three points above as your response so far does not satisfy my enquiry at all.

Yours sincerely

XXXXXXXXXXXXXX

Subject: FW: Tackling traffic congestion consultation
 Date: Wed, 10 Mar 2010 18:11:05 +0000
 From: Ian.Stokes@york.gov.uk
 To: XXXXXXXXXXXXXXXXXXXXXXXX
 CC: scrutiny@york.gov.uk; melanie.carr@york.gov.uk

Dear XXXXXXXXXXXXX

Further to your email and our recent conversation via the telephone, please see my annotations to your questions (below) supplemented by the following comments:

For question 8 (page 7) all the measures, except 7th one beginning 'Invest in supporting local bus services....' (revised estimate £28 million) are correctly estimated, (to nearest £1 million). However, there are some clarifications which suggest that the 'sum' is not a simple addition of the 'parts', in that:

- the first two measures (£2.5m each rounded to £3m) are, as I believe, 'an either /or at £3m', or an 'implement parts of both at £3m' option, not an 'implement both at £3m each' option, within a 'smarter choices' package, and
- the measure 'Invest in local bus vehicles and infrastructure.....', is as I interpret it to be 'Invest in supporting local bus services.... (£28m) PLUS infrastructure, such as bus shelters and their ongoing maintenance and bus priority measures (at £5m). So, the overall estimate for this measure is £33m. I have duly noted comments regarding the clarity/ambiguity of this question and other aspects of the questionnaire.

The estimate for tram-trains is for the York parts of the rail infrastructure (track, signalling etc.), including track within the city centre, within the York-Harrogate-Leeds line element of the overall Tram-Train project. I believe that the estimate of £50m for tram-trains, may either have been obtained from an ongoing national trial of Tram Trains, or from other such systems currently operating in mainland Europe. In any event, the actual 'York contribution' toward the procurement of the tram-train vehicles is yet to be determined.

I trust this satisfies you enquiry.

Yours sincerely,

Ian Stokes
Principal Transport Planner (Strategy)

-----Original Message-----

From: XXXXXXXXXXXXXXX
Sent: 08 March 2010 14:47
To: scrutiny@york.gov.uk
Subject: RE: Tackling traffic congestion consultation

Dear Melanie,

Further to your email and my response by both email and telephone I am still waiting for a 'speedy' response from a transport planning officer !

Any further news please ?

Regards,

XXXXXXXXXXXX

-----Original Message-----

From: Carr, Melanie **On Behalf Of** scrutiny@york.gov.uk
Sent: 03 March 2010 16:10
To: Stokes, Ian
Subject: FW: Tackling traffic congestion consultation

Hi Ian,

As discussed, here are the emails from XXXXXXXXXXXXXXX.

When you provide a response to an enquiry can you copy scrutiny@york.gov.uk in, so that I can keep a record of all responses / outstanding enquiries.

Many thanks,

Melanie

Tackling traffic congestion consultation
Date: Wed, 3 Mar 2010 14:41:27 +0000
From: scrutiny@york.gov.uk
To: XXXXXXXXXXXXXXX

Dear XXXXXXXXXXXXXXX

Apologies for the delay in responding to your email below. It has been passed to technical officers within Transport Planning who assisted in putting the survey together. I will chase up a response for you and in the meantime will keep you informed on progress with this.

If you have any further queries, please feel free to contact me direct on Tel No.01904 552063. If I am unable to provide you with an answer myself, I will ensure you receive a speedy response from an officer in Transport Planning.

Melanie Carr

Scrutiny Officer,Scrutiny Services

-----Original Message-----

From: XXXXXXXXXXXXXXXXX

Sent: 17 February 2010 15:48

To: scrutiny@york.gov.uk

Subject: Tackling traffic congestion consultation

I am writing to seek some clarification prior to completing your questionnaire.

Page 6 gives 4 scenarios, monetary difference between C and D is 5M, is this to reflect the net revenue received under scenario D charging less the cost of collection as all of the other measures appear to be the same ? What is the proposed gross sum to be received and what are the costs of collection ?[Stokes, Ian] The scenarios show only the costs. The 5m increase from Scenario C to Scenario D is the estimated road user charging (RUC) scheme set-up cost. The £5m RUC set-up cost is also included in the costs for Scenario A and B

Page 7 gives the rough cost of each measure and totals 275M, how does this relate to the figures given on page 5 ? I am confused, surely this should be the same figure as given for scenario C.[Stokes, Ian] please see comment above

I trust you can answer these queries promptly and look forward to your reply with interest.

XXXXXXXXXXXXXX

[REDACTED]

[REDACTED]

16 March 2010

**City of York
Scrutiny Congestion Consultation**

Re the above consultation I would make the following observations, please read these in addition to the attached form:-

1, Traffic in all its forms, present and future, is a fact of life and while there is a limited amount whereby it can be regulated, in a city like York with its ancient street layout, it needs to be treated extremely carefully or else the commercial aspect of the city centre will die and as a result it will only remain a living museum with tourist facilities.

2, Where are you trying to prevent further congestion from?

2.1, Within the city walls,

2.2, On and within the inner ring road, or,

2.3, Further out. If so where?

3, I suspect that the majority of traffic on or within the inner ring road is travelling from one side of the city to the other rather than into the city centre.

4, When the outer ring road was first proposed it was promoted to help prevent traffic from travelling through the city centre. I appreciate that the cost of dualling the North section of this now would be quite prohibitive, largely because of the fact that it crosses two railway lines and the river, but it must in the end be a long term solution to the congestion problems you consider will happen in the future in the city centre. The fact that it was not done at that time was an indication of short sightedness and an example of how the "experts" got it wrong or were told to make that decision for financial reasons.

In the early 1900's it was thought that the major problem for the future for cities would be the large volumes of horse manure which would clog them, but in fact this did not happen as other events and forms of transport, the car, overtook the situation. Some similar event could take place in the future to radically change the form of transport.

The lack of this dualling must be one of the main reasons that the city center is congested, coupled of course with more traffic generally.

5, It might be worth while to consider making the inner ring road a one way "clockwise" only road to prevent the present right hand turns with traffic lights which causes some of the congestion. Yes, some people might have to travel a little further but if the traffic could move easier the time might not be very much greater which in itself would reduce pollution rather than the present slow moving or stationary vehicles.

6, If this seems to be too drastic a solution it would help to reduce congestion in the city centre if barriers or rising bollards at some places, to operate during peak periods, to restrict access only to buses and perhaps taxis (the enforcement of restrictions to some of the central areas currently do not seem to work):-

Examples are Coppergate from Nessgate.

And Piccadilly after the Coppergate car park entrance.

And any other access points into the city centre.

7, To consider making a charge for parking places at work place could be counter productive. Before I retired I

worked for a housing developer and building contractor. Many people there, because of the nature of their work, were required to travel to building sites throughout the country. So a car was an essential tool to enable the staff concerned to carry out their activities. Any parking charge would therefore be an extra burden on the ability to carry out the firms activities. Hence the use and parking of a car on site was not a luxury but a necessity. This could result in the firm having to consider relocation outside the city. Only one example of the effect of this ill thought out suggestion on the part of central government or wherever else it was first floated from.

8, Park and Ride, other bus services, cycling, and even walking may be possibilities for some of the younger and fitter members of the population but for many older people, who over the coming years will become an ever increasing proportion of the overall population, and the less fit these may not be options and so society must take account of this fact when considering future restriction on the free flow of traffic and possible restrictions to it. Not all older people are so incapacitated to be able to take advantage of the blue badge scheme hence the necessity of requiring reasonably free use of a car and the necessary access for it.

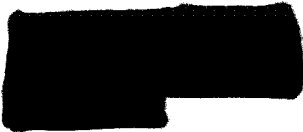
9, I don't think that this type of "tick list" surveys obtain results which really reflect fully the informed opinion of the public to give sufficient details to provide an indication of what they need and expect, in matters of this kind. I know that it is a quick and fairly easy way of obtaining such information but only discussions in depth can produce the results required. If the questions posed in a survey are not necessarily the right ones, or in sufficient details, to allow a broad range of answers, any results may be flawed.

10, The motorist and other vehicle users are contributing a great deal into the public purse by way of taxes and to ask them to contribute more would be counter productive. The taxes they pay which are in addition to the normal income tax etc which they and others pay are:-

Vehicle tax and VAT on purchasing their vehicle,
Road fund licence, (only some part of which goes towards road maintenance)
And VAT etc on the fuel they use and also when their vehicles are serviced.
Enough is enough..

I trust that you find these considered point of use, but if you wish to discuss them please do not hesitate to contact me.

Yours faithfully,

A large black rectangular redaction box covering the signature area.

This whole exercise is a waste of time and money.

No questions are asked about where people are travelling to, why they go through the City Centre, The scenarios are like asking a vegetarian how they would like their steak cooked.

Congestion charging sounds good in theory but it doesn't work. Manchester (which evidently has a sensible administration as well as sensible inhabitants) has rejected it. The Government has rejected it. London is not expanding it.

Corus. McCreath spilled the beans on TV: the aim is to tax us by stealth in order to build more cycle lanes, chicanees, traffic lights, humps, narrowed streets, and ultimately close York down altogether.

Some of the suggested ideas are quite good, but the table d'hôte menus are all ridiculous.

The persons involved should be redeployed or replaced by people who understand how a city works

Govt funding will not do
A 1237, on Fridays the longest car park in York.
You won't get it!

Regarding the congestion on Gillygate, Blauence Street & Harby Road. - If the cars parking outside the old City Hospital were removed & the large Haulports & vans turning left from Lord Mayors Walk into Gillygate & then into Bootham were to use the by-pass & not the city there would be far less congestion allowing the traffic to flow more easily. Perhaps then No 5 Bus from Strensall to Exhibition Square & beyond would manage get into town in less than 20-25 minutes that it sometimes takes from Walpole Street to town.

Why cannot Coaches & Buses from outside York use the Park & Lide areas & allow their passengers to use the buses provided.

You must remember this FIRST.

99.9% of congestion in York has been caused by the City of York Council even though the name has changed over the last 20 to 30 years.

Car owners and drivers are the victims here not the number of cars. You have driven Business out of the city and many Tourists and visitors. If members of the Council are unable to see this they should resign at once as they are not capable of doing the job they are elected for.

CAUSES.

1. Reducing Traffic Lanes all over York.
2. Cycle Lanes even on Footpaths in places.
3. Blocked off streets forcing cars on to certain routes.
4. Traffic control system out of date when purchased.
5. Bollards down road centres some times not lit or filthy and very rarely maintained(danger to the public)
6. Speed Humps where not needed just to use the money causing millions of pounds worth of damage to vehicles also causing many electrical faults.
7. Employment of people not qualified for the job in hand.
8. Deployment of buses not fit for York streets FTRs no good saying they are for students they are only doing 25 weeks a year.
9. Road works every winter just to use the money up, doing road works and tarmac surfaces do not last if done in winter and wet weather remember this.
Sometimes at night roads have been closed off lots of bollards and wagons with flashing orange lights but no work actually done just pure bullshit. The road has just been same when they went home until the next night then same again. Money down the drain or contractors pockets
10. Employment of unqualified contractors and staff, within weeks work needs remedial treatment, ie., like the bus lanes.
11. Members of all parties who are not York people who have come here to jump on the gravy train.

The Cure .

Open up all the blocked off streets and spread the

traffic out put all the traffic lanes back where they were without the dangerous cycle lanes like bootham and Clifton green start working backwards and put things as they were. Open Walmgate bar which should not have closed anyway.

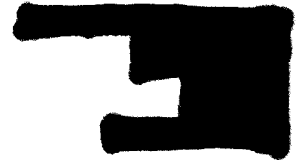
Vyner Street and Fountayne street open will get rid of lights at Clarence street and cure that backlog.

Get rid of people like Dave Merritt on anything to do with traffic planning him and the late Rodney Hills have caused most of our present problems.

Always remember, car owners and all vehicle owners pay BILLIONS of pounds to the Government in Tax ,VAT, Fuel Duty and are screwed up to the hilt for parking charges by Councils we provide more money than any cyclists and it would be missed, most of the money does not go for new roads.

A TIP.

Do not bite the hands of the people who Feed you.



I would like to add some additions to this survey, as I have taken a look at City of York Council website to see where you could offer views on road improvements for the area etc, and didn't found anywhere you can forward your views.

For 10 years I worked in the centre of York and travelled by foot or bike. I was made redundant and now have a job 3 miles on the edge of York.

Unfortunately it is a) unsafe to walk b) no decent bicycle route, as heavy with traffic c) no regular bus, so I have no choice but to use the car.

As a York born resident, can I please ask the City of York Council to!

please implement:-

- a) **Off road cycle lane between Wetherby Road roundabout (ring road) leading to Rufforth village and beyond if possible to Hessay village.**
- b) **Cycle lane up Boroughbridge road A59 to the outer ring road regularly cyclists are cycling on the green verges or very close to moving traffic.**

Further Suggestions

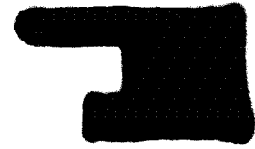
- 1) - Implement in companies a cyclist allowance / reward for people cycling to work.
- Potential discount between companies and cycle shops for employees purchasing a bike for work
- 2) Train service from:-
 - a) Beverley, Pocklington
 - b) Haxbyto York centre.
- 3) Compulsory Walk-in schemes to school for school children who live less than 1-2 miles from their school.
(Car traffic seems to de-creases by about 50% in school holidays)

Funded schemes for school children to acquire bicycles and Cycle proficiency schemes.

I also do not agree that the public should have to pay parking charges to go to work !

BUT if the council do not have enough funds allocated to them to improve our desperately congested roads, then I would rather vote for that, and big investments be made, in the right places to avoid people having to rely on using the car to get into York for the future.

Thank you for taking the time to read my view points to help alleviate traffic problems in York for the future.



11 March 2010

City of York Council
Scrutiny Congestion Consultation
Freepost YO368
YORK
YO1 9GZ

Dear Sirs

TACKLING TRAFFIC CONGESTION IN YORK

We have read and considered the implication of the COYC's proposed strategy to reduce vehicle traffic in York, but do find that your questionnaire is very 'weighted' towards the use of bicycle, bus and walking, and based on the figures you have quoted in this questionnaire, the cost is colossal..

It beggars belief that this self and same money cannot be found to dual carriageway the York Northern Outer ring road as this in priority terms would ease the daily constant laborious drudgery in getting around the outskirts of York. If this ring road was dual carriage way it would also reduce the traffic entering the City of York.

It appears the Council is becoming more and more anti vehicle, with draconian penalties for vehicle ownership and usage, It is making it very difficult for its residents to:

- Shop in the city centre. Many residents leave with heavy bags of shopping which they have no desire, or in some case the ability, to carry very far. Without the shopper's spend the retailers will suffer. Businesses need to trade profitably, as if not they will close down.
- Visit the surgeries of doctors, dentists and hospital.
- Visit family and friends who do not live on a bus route. Does the Council have the desire to inhibit people meeting one another?

Congestion charging will not reduce the traffic in York; we have visited London too many times to see that traffic flows remain high in the 'Congestion Charge' areas, despite the fact that this capital city has an excellent transport infrastructure.

COYC chooses to select 'green' forms of transport to disguise the actual fact that it will receive a massive income from congestion charging, a stealth tax for the residents of York.

We are completely opposed to the proposal to charge for parking vehicles whilst at work. There is a massive income received through the collection of business rates in York, and as reported in The Press on 10 March 2010, a huge rise in business rates is impending. Who is responsible for controlling this income that should ultimately benefit the York resident and businesses so that we can enjoy the City of York without having charges, such as the proposed congestion charge, imposed upon us?

City of York Council must adopt a common sense approach, and realise that many people need to travel far afield from their York based place of work in order to execute their duties which ultimately brings success to York businesses so that they can continue to be profitable in each trading year, and another important factor is that many employ local people, increasing the wealth of the City.

As always, like many of your proposals, this current concept, which in our opinion is discriminatory, is unhelpful to all who work and live in York. At election time the Council needs the vote of local residents. We feel the Council doesn't consider local people and business's needs in its decision making, and therefore does not justly represent them, but has its own agenda to push through policies regardless of what effect it will have on York residents and businesses.

Yours faithfully

A black rectangular redaction box covering the signature of the sender.A black rectangular redaction box covering the signature of the recipient.

Cc Julian Sturdy Conservative Candidate for York Outer



18 Feb 10

City of York Council
Scrutiny Congestion Consultation
YORK YO1 9GZ

Dear Sir,

I enclose my completed consultation response and ask that account is taken of this letter in addition.

York has irreplaceable historical buildings whose shells are being eroded by PM10 and other persistent, toxic and accumulative pollutants, as is well known.

Traffic Ban City Centre

I submit that in order to halt this erosion the only sustainable solution is to think the previously unthinkable and to all but ban any traffic within the Walls.

This is a step that has been routinely taken by other EU medieval cities in order to preserve the fabric of their historical inner city buildings. Examples can be tracked in Germany, where the only vehicular traffic permitted into medieval inner cities are essential deliveries and emergency service or public service vehicles. My understanding is that this solution has halted the degradation of their historic buildings. It has not affected commerce and has boosted travel by other means.

I recognise that the commercial big players within our City walls will protest, as they have done before, by threatening to pull out and go elsewhere (mooted closure of Marygate car park for example). But would they, if push came to shove?

Lawyers and other professional firms have also threatened to move away if traffic were banned from entering past the City walls. But would they? If a SWAT analysis were made, I suspect they would stay put for fear of loss of clients if they moved elsewhere.

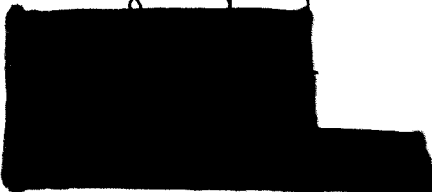
Proper Cycle Lanes

As is known, the Dutch local authorities are well ahead of all other EU Member States in their encouragement of bicycles by providing safe cycle lanes segregated from road traffic. If City of York Council can get central government capital funding then it must do the same. Opting for the cheapest option and merely painting a white line 2 feet off the verge does not make a safe cycle lane.

Please cost the option of either widening arterial roads into York (Haxby Road from the New Earswick bypass and into Gillygate as a pilot scheme perhaps?), or placing a physical separation of a run of kerb stones or similar physical separation, in order to provide more protection to cyclists than a white painted strip. I do not use my bicycle to get into town - it is just too dangerous.

I hope these modest views help your deliberations.

Yours faithfully



FAO The Scrutiny Committee

Re Tackling Traffic Congestion - Consultation process

Thank you for sending me this questionnaire

I hope sufficient people respond so you may have a representative body of views from which to make your decisions

As a disabled person, unfortunately using cars is my only option for traveling to and from town and for appointments. I do run a carshare with a neighbour and so at least I am trying and we do less than 6000 miles a year between us which is pretty good.

However, when attending hospital and doctors appointments I use York Wheels, a community transport service, and occasionally commercial taxis which avoid parking difficulties and sometimes parking charges, despite having a blue badge.

I believe that taxis and community transport services such as York Wheels should be exempt from congestion charges. It can be cost effective and indeed greener to use taxis rather than your own vehicle and the absence of a charge would enhance this, encouraging people to switch. Taxis can be a cost effective alternative to running your own car. For years I found taxi travel cheaper than car tax and insurance each month and this can become another step forward in dissuading people to use their own vehicles. Also, if people decide to car share and car pool journeys, it would be provide an incentive for people to make a commitment to these arrangements if they, too, were exempt from the charge - similar to the two people or more lanes on some motorways.

As many older and disabled people, as well as busy families, use internet shopping with the local supermarkets, a congestion charge added to the existing delivery charges of between £4 and £6 could make this too expensive to use and would adversely affect the housebound and those who rely on such services. It may well be self regulating as deliveries are tricky at peak periods and it is cheaper to receive deliveries off-peak but I still wish to highlight this issue and to ask the committee to consider the balance with respect to food deliveries and other essentials for those of us who do rely on these services. Prescription delivery services would be another example but maybe offpeak deliveries would be adequate, as mentioned.

Unfortunately I cannot switch to a bike or the bus but do believe it is fine to charge car users in peak times. In fact, I can't see it working any other way, to be honest. I, personally, am able to *chose* to travel outside peak hours but would, as a blue badge holder, ask *not* to be charged say between 9.30 and 4pm as this would make a nonsense of the blue badge concession and I would be priced out of using the car during the day - a lifeline to escaping the house for me.

Thank you for considering my views

Best wishes



COMMENTS

1. We live within sight of the A 1237 in Knapton. The map on p. 2 grossly underestimates present congestion on the A1237 and ignores the very different pattern of congestion (especially west bound from Clifton Moor) in the evening rush hour.
2. Congestion on the A 1237 would be greatly reduced by buses travelling the A 1237 in both directions, linking the present and future Park and Rides
3. I have ticked none of the 4 "scenarios" as they all involve "campaigns" — a total waste of money. It is time York recognised that most inhabitants and all visitors do not want to cycle, but can be persuaded to use an excellent public transport service such as a convenient Park and Ride. A trial free family return ticket for every household might be effective.
4. The carrot of a good park and ride will work much better than the stick of roadcharging. The latter is likely to kill off the remaining good shops in central York (so many have gone already, giving way to chain stores)
5. Specific small improvements could be identified and made for relatively little money — there must be many besides the 2 below. eg many of the tour buses should be removed, at least in winter eg adjustment of the lights controlling pedestrians crossing the Tadcaster ^{road} or better still, a pedestrian bridge, outside York College would reduce the awful crawl for traffic trying to leave York around 4.00pm. Virtually the whole Tadcaster Road was crawling today (I was on a bus).
6. Traffic surveys would be useful. eg, how many cyclists use the cycle lane in Nunnery lane? I suspect it is too few to justify the increased congestion from loss of the second car-lane
7. Any traffic scheme MUST provide buses to York District Hospital. At present, with Gillygate closed, the only bus service is diverted away from the Hospital leaving no alternative to car.

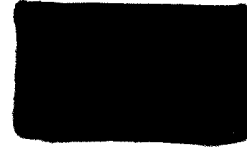
Traffic Congestion

Changes I would like to see are:

1. Make the A1237 ring road dual carriageway with proper interchanges with the more major roads.
2. New train stations on the Scarborough line for Strensall, Haxby and York Hospital.
3. When the Selby coalfield meant the diversion of the East Coast mainline it would have been good foresight to leave the line into Bishopthorpe and even extend to Copmanthorpe, then you could a local train from Copmanthorpe to Strensall fitting in between the Scarborough services.
4. Create a one way inner ring road on similar lines to many other towns such as Ashford and Dartford. Have no traffic lights as one large roundabout, just Pelican crossings which are all phased to red at the same time if pedestrians are there to cross.
5. Phase out all bendy buses, especially FTRs as these are too big for York roads and pose an unnecessary extra risk to cyclists.
6. Remove many of the centre islands, especially the long one on Tadcaster Road near Knavesmire Gates as they create a pinch point for cyclists with wide vehicles.
7. When the Sixth Form college was built on the former Ashfield school site opposite Tescos, with the land levels that exist a subway should have been built as the current Pelican crossing regularly causes a 1.5mile tailback to Knavesmire Gates, which makes my bike journey hazardous. This queuing traffic delays buses so people are less likely to use them since regularly being late.
8. Reduce the number of sightseeing buses, as they are slow and as older vehicles not so environmentally friendly.

[REDACTED]

[REDACTED]

16th. March, 2010

City of York Council,
Scrutiny Congestion Consultation,
York.
YO1 9 GZ

Dear Sir / Madam,

Having listened to friends and neighbours moan on about the traffic situation in York for some time, I have tried to encourage them to respond to your recent questionnaire titled 'Tackling Traffic Congestion in York'. The general response I received was, why bother the council never listen to what is said. They do not cover the whole spectrum of options available. They have a limited number of favoured options they are trying to make credible by asking you to rubber stamp them in order to claim they have a mandate to carry them through. The only people who will respond are those who favour the suggestions proposed on page six, whilst the vast majority will feel their views are ignored. As a result, the scheme finally implemented will simply cost money the council do not have and make very little difference to the situation, and , in the case of limiting the space for cars, will actually make congestion worse. People will continue to use their cars like it or not and the council need to look at how to make traffic flow better. An example quoted was the Malton Road, in that it used to be regarded as the best route in and out of York and traffic flowed well. A bus lane was introduced with traffic lights favouring the buses, for laudable reasons, but people still continued to use their cars, and as a result the Malton Road has become like any other road in York, congested and slow moving. This is therefore quoted as one of the schemes that cost money and actually increased congestion. Yet greater priority to buses is your first proposal on page six.

As a result I have tried to canvas some views as to what would make a difference:

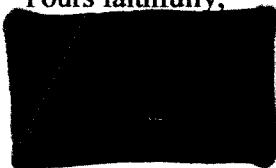
- 1) On street parking is a major contribution to congestion in the city. A large increase in the number of cars parked on streets has increased congestion in the roads leading in, from the city centre, to Osbaldwick. I am sure if this is an issue around Osbaldwick it will also be an issue elsewhere in the city. Not only will preventing large volumes of on street parking clear significant congestion in the suburbs, but will cost nothing. Who knows, increasing parking permit schemes to areas where on street parking is safe, may bring in some much needed revenue! From my own experience, it sometimes takes me 10 – 15 minutes in peak periods to move one mile because of being held up behind parked cars down Tang Hall Lane. Yet I end up only being 150 metres from my home by the time I pass Carlton Avenue. In a number of cases the parking has become extremely dangerous, especially on evenings, after people have returned home from work. People are parking on the crest of the blind bend on Millfield Lane forcing drivers to pull out on the opposite side of the road, not

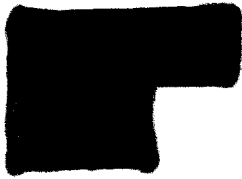
knowing what is coming the other way. (This includes a box van frequently parked right on the bend). Also cars are parked opposite the Beeswing pub, where vehicles turning left off the Hull Road are blind to any one overtaking these cars. What is worse the majority of people down Millfield Lane have drives but seem to be reluctant to use them. I could go on with many other examples witnessed or quoted to me. When one of my neighbours reported these dangerous situations to the police and council, they were told by the police it was not a matter for them and the council stated that they thought it was good for slowing down traffic. Anticipating this response he recorded the conversation on his answer phone and is waiting for a bad accident to happen so that he send transcripts to the press and the family of any one hurt.

- 2) Schemes such as those on the Huntington Road and behind the University are ridiculous. Putting barriers in the roads does not represent a sensible solution to the problems of speeding motorists. They create congestion at peak times and frequently present a danger. The number of people I have spoken to who state that if they see a queue of traffic coming in the opposite direction, they speed up, rather than slow down, in order to beat the oncoming traffic into the gap. Furthermore, they are environmentally unfriendly, as they keep traffic static, pumping out unnecessary volumes of exhaust gases into the air. When on the one hand we are asked to do one to two miles a day less in cars to save the environment, we are than confronted by barriers such that exhaust gasses saved are then pumped back out again due to these unnecessarily created barriers As a result the message to help save the environment smacks of official hypocrisy. If you wish to slow traffic down, use speed cameras or some other form of speed retardation.
- 3) I have heard a number of complaints about traffic lights. Lights which do not react to traffic; holding up traffic on the main road, whilst nothing emerges from the side street, eg. James Street / Lawrence Street. Lights which allow only about two cars at a time to pull out, leaving traffic standing at a junction from all exits longer than any individual lane actually flows eg. Lights outside the Victoria on Cemetery Road.
- 4) Ensuring those digging up roads are required to put all necessary resources into completing the job. The Road works at the Millfield Lane / Tang Hall Lane junction and on East Parade in Heweth have become the subject of a couple of how many road workers does it take to change a light bulb jokes. Often no work at all seemed to be doing anything at these works for sizable periods of time

Whilst everyone recognises York have taken better steps to keep the traffic flowing than other councils in the vicinity such as Leeds and Hull, there is a growing scepticism that the council are looking to adopt policies which have made no difference elsewhere, whilst spending huge amount of resource on them. Meanwhile the council should be looking at what they already have and how to make it work better.

Yours faithfully,





12 March 2010

Dear Sirs,

Brief notes, comments for your reference:

York Ring Road – Congestion all the way

Outer City

Access to York city from the rest of the UK is fine. Commuters, shoppers, tourists can get to York no problem by car, or by train, bus or taxi. For train travellers their route through the city is easy as their journey ends in the centre.

For car users, the problems of Yorks traffic congestion only start once the driver hits the city's ring road.

From the A59 clockwise to the A64 is the worst part of the ring road – at any time. This needs to be widened with filter lanes to allow traffic wishing to leave the ring road out of the city to do so. This will reduce the volume of traffic wishing to go to Clifton Moor shopping centre.

There are simply too many round about junctions to allow free movement of traffic on any part of the ring road.

I struggled to see what benefit the 250m bus lane at the A64/A19 north bound (designer outlet) into York have brought?

Inner City

I think Yorks cycle routes are fantastic and the city should be proud of it's network. Some could be made safer (better lighting, and horticultural house keeping) but they are super.

More safe bike locking stations in the centre would be good (roofed with CCTV).

Barcelona operates a city wide bike hire scheme. The user registers, and can pick a bike from any cycle station located across the city. Once they've got to their chosen destination, they lock the bike up at the nearest cycle station. See links below:

(See Section 3.) www.barcelona-tourist-guide.com/en/membership-area/newsletter-back-issues/2007/05-bike-hire-barcelona.html#cycle

<http://www.bicing.cat/home/home.php>

Buses are not the way forward for historic York. They are too large, inefficient, they shake the foundations of the buildings and all bendy buses should be removed (take a tip from the City of London). They are also dirty, unless they run on clean fuel such

as biomethane. The current bus network is functional for those who use it. It would only be possible to encourage more users if the bus routes went past more peoples houses.

The promotion of scooters for young citizens should be trailed as per the continent. Grants for students (16+) should be applied assisting in the purchase/lease of new bikes. This would also require suitable place to park scooters (schools, city, offices)

Historical transport! How about a park and ride scheme either up or down stream of the city on the Ouse. Commuters may then hop on the City ferry and travel via river (peaceful and relaxing) to inner city. How pleasant! Much better than a bus on the road.....

Also is it possible to extend the river side paths/cycle way to the south of the city to allow more residents to use this quiet network to enter the city?

Why don't York investigate a trial use of the North American success of turning left on a red light? There is no question that this system works what so ever. It may increase the speed of traffic flow in the outer city limits.

Please apply 20 limits outside all schools during school hours only.

Please don't hesitate to contact me should you wish to discuss further.

Kind regards

A large black rectangular redaction box covers the signature area. A thin horizontal line extends from the right side of the box.

York Selecting Committee Traffic Congestion

Dear Committee

1) Your State road network not designed for 21st century

I have only been here for 4 decades
in that time

PEAK DISTRICT NATIONAL PARK STOPPED CARS - VISITORS CAN ONLY TRAVEL EACH ^{side} ^{of} ^{the} ^{road}

POWERS CLOSURE } STOPPED CARS entering peak times of year

MANHO ERM RESIDENTS CANNOT PARK ASIDE THEIR PROPERTIES IN OLD PARTS

STONEGATE IS PEDESTRIANISED - PUBLIC FURORA

CONY ST
PARLIAMENT ST } FOLLOW

FLOODING

WORKERS AND TRAFFIC DIRECTED OUTWARDS OF THE CITY MID AFTERNOON

BLENDE CLOSURES TRAFFIC REDUCED FOR DURATION

DEANSGATE - CLOSURE TAXIS PETITION CAMPAIGN

PEAK PERIOD - ^{PROPOSED} RESTRICTIONS BEYOND BOSTHAMLOW - FURORA

BROWN YES BROWN CLOUD HAZE JUST OVER CITY CENTER - BROOKSIDE DAY VIEWED FROM OLD ^{ABOUT 2006?} HAMILTON

SUCCESSION OF SEVERE LOAD INCIDENTS

CHOOSE SECTIONS OF ROADS

THROUGHOUT EACH YEAR

PARK & RIDE - EXCESSIVE FACILITY - BUT THE PARK AND RIDE BUSES AND SUBSEQUENT PASSENGER

PASSENGERS WHO HAVE CHOSEN TO SUPPORT BY PARKING & RIDING
ARE STUCK IN CAR AFTER CAR AFTER CAR WITH OVER 1000 IS ONLY THE DRIVERS
IN LONG QUEUES THAT STRETCH FROM CHASEBROOK/MARINETT & THE COLLEGE EACH DAY

SO IT WILL BE INTERESTING AT MARCH 2010 TO SEE WHICH YEAR (REMEMBERING ITS 40 SINCE STONEGATE)

YOU STOP THE TRAFFIC AT THE CITY WALLS
AND AT THE PARK AND RIDE AT PEAK TIMES FOR LOWER DISTANCE COMMUTE VISITOR

AND ENSURE EACH BUS STOP AROUND PERIPHERY OF RESIDENCES STARTING WITH ONE
WHO ONLY HAVE 1/2 HOUR RESOURCE CAN TELL WHEN NEXT BUS DUE
AS FINDING ONE IS MISSING/REMOVED

I sincerely wish you well with your respective endeavours

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

City of York Council
Scrutiny Congestion Consultation
York. YO1 9GZ

Tel:01904 400271

27th February 2010

Dear Sir,

Re. Transport Problems in York, Park & Sail?

I have been reading through your survey about the traffic problems in York, however it does not give space for the people of York to pass their ideas to your Committee.

The study of a map of York shows that not only roads enter and leave the city but also the River Ouse flows through the city centre. The Ouse is navigable by large vessels and passes close to the Rawcliffe Park & Ride site and also under the A64 near Bisopthorpe, where a **Park & Sail** site could be created. The Foss may also be usable with a little work for smaller vessels.

My suggestion is these waterways are used for a system of waterbuses and taxis. With distances of only about 3 miles to both of these areas, no traffic lights or congestion journey times would probably be quicker. I believe that most tourists would want to enter our city this way. If commuters were offered cheap or free parking and quicker journey times it would be an attractive proposition to all.

A further advantage to the use of the waterways would be the low fuel consumption coupled with the lower tax rates on the fuel. The use of bio fuels or electrically powered could make this transport system cheaper and carbon neutral.

If I have not sent this letter to the correct department please forward it to the correct one.

I look forward to your reply and would be pleased to discuss my ideas for a Park & Sail with you.

Yours sincerely,

[REDACTED]
[REDACTED]

ANNEX B
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
19.02.10.

Dear Sir or Madam

With reference to the Congestion Consultation document I do not feel able to respond without raising a number of questions first.

- How is it possible to forecast the % increase for each of the four options? On what evidence are these figures based?
 - The London experience?) Both cities are so different from
 - The Durham experience?) York that they offer unreliable comparisons.

- If there is a sound evidence base for the figures quoted there seems to be little point in acting upon Options A. and C. Both offer only a small improvement at great expense.

- Option B. offers broadly similar advantages to Options A. and C but at significantly less cost.
- Option D. offers significant improvement and is little more expensive than Options A and C.
- If the figures for improvement are based on sound evidence the choice should lie between Options B. and D.

- Options A. B. and D say measures will include, "parking at your place of work OR road user charging." Is this accurately expressed? The use of the word 'or,' implies that one of the two will be implemented but not both. Should it read 'parking at your place of work AND road user charging?'

- Nowhere in the consultation document is it identified precisely where congestion charges would apply if implemented. Would it apply, for example, to traffic entering the city walls? i.e. traffic using the inner ring road would not incur charges. If so the inner ring would become choked. If the congestion 'ring' is to be further out (the outer ring road or somewhere between the inner and outer ring roads?) there could well be problems associated with drivers parking just outside the point at which they would incur charges.

I presume the site of any proposed congestion ring must already be known otherwise the figures for improvement associated with each option would be even more questionable.

- What concessions, if any, would apply to householders who have cars and who live within the congestion ring?
- I realise there is an election in the offing but is it possible to identify, on present information, the proportion of government funding available for each option.

I would appreciate an answer to the questions I have raised. I would find it easier to give an informed response to the consultation document.

Yours faithfully,



[REDACTED]

5 July 2009

22 February 2010

Dear Sir

Traffic Congestion Consultation

I would be grateful if someone could explain why the questionnaire form and traffic management proposals seem to completely ignore the benefits of powered two-wheeled (PTW's) transport in easing congestion. Is there a policy against encouraging such transport?

At present facilities within the City Walls for Motorcycle and Scooter parking are very poor, and the small amount of parking provision to the public car parks makes no allowance for the fact that this form of transport requires protective equipment such as helmets and often bulky waterproof clothing which must then be carried a considerable distance from the car park to a place of destination, and this actively dissuades the use of such transport.

I suggest that consideration be given to including this form of transport in the proposals, to allow PTW's to use 'bus lanes as has been successfully trialled in other locations across the Country, and to provide PTW parking areas at strategic locations within the City walls.

I am a Chartered Surveyor with an office in the centre of York, and require to be in and out of the office during the day to travel to properties in and around York. Whilst I would like to use a PTW, because of the poor PTW parking provision I have to use my car and so doing add to the congestion.

The Council need to recognise that not all workers in the City are '9-5' and that park and ride and cycling do not address the needs of many workers. In my own situation I consider that I will have no option but to relocate my firm away from the City Centre to the outskirts when my lease ends in the near future.

Yours faithfully

[REDACTED]

[REDACTED]

Monday 22nd February 2010

Re. York Traffic Congestion Survey

Dear Sirs,

Thank you for sending me the current survey regarding traffic congestion, a serious and ongoing problem for the city. However, I will not be completing the form.

My recent experience with the Westminster Road/The Avenue 'rat-run' problem indicates to me that the council have no actual interest in residents' views and that exercises like this current congestion survey are for public relations purposes, not to identify residents' actual wishes and opinions.

Our survey showed a clear preference for one course of action but the council, apparently dominated by Councillor Galloway's over-riding pre-ordained views, chose to ignore the majority view and stand by his previously stated policy of inaction. This experience, both the survey episode and the wider council inaction to address our daily problem, has soured me on the democratic process and I feel disenfranchised by the council's disdain for our concerns.

In this light, while I feel it appropriate to explain my decision not to take part, I choose not to waste my time considering an issue, identifying an opinion and completing a meaningless survey.

Yours

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

-----Original Message-----

From: Cllr. D. Merrett
Sent: 18 March 2010 08:46
To: XXXXXXXXXXXXXXX
Cc: Cllr. A. Waller
Subject: RE: Following mondays meeting

XXXXXXXX

Thank you for your kind comments, and I will look at your proposal over the weekend, and ensure that they get reported to the "Traffic Congestion Ad hoc Scrutiny committee", which is a cross party committee of 'back bench' members of the Council appointed to scrutinise this particular topic, and which I am chair of to answer your other question. The work of the committee is all available on the Council's website. As I said at the meeting, we will be making recommendations in the light of our investigations and the current public consultation to the Council's executive. It is the executive who will actually decide which, if any, of our recommendations are accepted and are then agreed/recommended go forward to become Council policy.

Dave

-----Original Message-----

From: dmc0x@aol.co.uk [mailto:dmc0x@aol.co.uk]
Sent: 17 March 2010 12:27
To: Cllr. D. Merrett
Cc: Cllr. A. Waller
Subject: Following mondays meeting

Dear Councillor Merrett,

I attended Monday evenings meeting on Congestion Charging expecting to be highly critical of the proposal.

I was pleasantly surprised at the thought and consideration the Transport Committee have obviously given to the matter and by your measured and analytical response. From the meeting I understood that you chair the Transport Committee - I hope I am right in that understanding?

I am writing as I know there were several ideas put forward at the meeting to solve our congestion problem. Most of these were unrealistic and far too expensive to consider seriously. However I have been working on a scheme in my mind for several years that has now come to fruition that I believe would be feasible.

I attach my proposal which I hope you will find interesting, innovative and financially within reason. It would put York at the forefront of cross city transport schemes worldwide and uses new, green technology to get us out of the mess we have created for ourselves!

Whatever your eventual conclusion, I hope my brief paper will give new insight to the possibilities before us.

I would be grateful for your comments,

Yours sincerely,

XXXXXXXX

“Electrode”

An Integrated Transport System for York

Introduction

The problem of traffic congestion is well known in York. Discussion has been ongoing with several options being put forward, each discounted due to cost, timescale, lack of support or other reasons. Any solution needs to be innovative, acceptable to the public and business people and financially viable.

Having been involved in several meetings with the council over the last few years I appreciate the difficulties and am aware of the restraints on any prospective scheme. I have been considering the options for some years and feel that the time is right for putting forward a radical, innovative, cost effective scheme that will put York at the forefront of citywide travel in the World.

The scheme is likely to attract funding from government and support from relevant manufacturers.

The Scheme is in two parts. Each can be implemented separately.

- Remove all traffic except delivery vehicles and taxis from within the city walls. This scheme has been proposed many times but the lack of an alternative cross city scheme has made it unpopular.
- Provide a cheap to install, green, cost effective, cross city transport system within the city walls. There would be NO FEE for passengers using the cross city system. I suggest the name “Electrode” for this service.

Removing traffic from the city centre

The scheme proposes that all traffic, with the exception of delivery vehicles, vehicles in use by people with mobility problems and taxis, is prevented from entering through the city walls using whatever methods suit the various roads entering through the city walls.

- Buses would only be permitted to travel on the inner ring road in an anti clockwise direction.
- All other traffic would only be permitted to travel in a clockwise direction on the inner ring road.
- Taxis would be permitted to travel in either direction on the inner ring road.

There would be very little road work infrastructure required initially to adopt this system. The infrastructure work required to improve traffic flow on the ring road by adjusting junctions, lane widths and markings would take place over five years to spread the cost. Improved cycling facilities can be incorporated at the same time.

Cross city travel – “Electrode”

“Electrode”

An Integrated Transport System for York

The scheme proposes the use of electrically powered, driverless, automatically operated vehicles such as those used in industry.

- These are lightweight, slow speed and require little infrastructure investment.
- Vehicles can be built with any type of superstructure including seating.
- They can pull additional “carriages” behind the drive unit.
- For ease and speed of access for passengers I propose a roofed vehicle with no doors. Seats would face outwards on each side.
- They can move slowly enough for passengers to board and leave whilst still moving.
- Vehicles travel along painted lines on the road surface and have safety devices fitted to stop them in the event of an impending collision.
- They can be programmed to stop, pause and start without manual operation
- Drive units automatically recharge batteries along the route or at termini.
- They can be programmed to run to a timetable.
- Passengers will be able to use the system free of charge! This avoids complications with taking payments and supervising the system.

I envisage that as a brand new concept in cross city travel the manufacturers would be interested in funding trials and perhaps part installation of a scheme.

The solution to cross city travel is so innovative that government may well assist with funding. The introduction of this system to York would bring a huge amount of positive publicity to York and may well increase visitor numbers to try this new mode of transport.

I envisage three cross city routes as follows;

Micklegate Bar to Peasholme Green

Bootham Bar to Walmgate Bar

Station Road to Tower Street

One service could be introduced a year to spread the cost. Each route would require at least two vehicles.

Micklegate to Peasholme Green

This would improve trade in the depressed Micklegate area by increasing public awareness of the facilities available in the area as more people would be funnelled through Micklegate.

The vehicle would deliver the public to the Coppergate & Pavement shopping areas.

On the return journey it would collect people from the Hungate development and other residential areas as well as those arriving from outside of the city walls.

Bootham Bar to Walmgate Bar

This service would take visitors arriving from the west of the city direct to the heart of the Minster Quarter and main shopping areas. It will connect with the Micklegate – Peasholme Green service at Whip Ma Whop Ma Gate then run down Fossgate to Walmgate Bar, allowing residents in Walmgate as well as those arriving in the city from the East of the city to use the service.

Station Road to Tower Street

Members of public arriving in York by rail would be able to use this service to access the city centre. The vehicle would have to use a dedicated lane in Station Road, Lendal Bridge and part of Museum Street before turning right into Lendal. It would then traverse Coney Street,

“Electrode”

An Integrated Transport System for York

connecting with the Micklegate to Peasholme Green service at the Coney Street, High/Low Ousegate & Nessgate junction before continuing to Tower Street.

Public reaction

There will always be a percentage of the population that will object to any scheme.

However, if the city offers its citizens and visitors a system that is unique, functional and a pleasure to use the criticism would be minimised.

As stated earlier the system could well become a tourist attraction in its own right if sufficient attention is paid to making the vehicles and infrastructure attractive.

Funding

After installation of the cross city scheme there will be an ongoing maintenance cost, replacement of vehicles and cost of power for recharging etc.

This can be funded by a small levy on Park & Ride fares.

With millions of passengers using Park & Ride a few pence per passenger would raise substantial funding. A 10p levy would raise £100,000 per million customers.

Any objection can be defeated with the argument of free travel once inside the city walls.

If sufficient funds cannot be raised from central government, the cost of infrastructure works to the inner ring road can be funded, stage by stage over a few years, from within existing road improvement budgets.

Operation

“Electrode” could be operated directly by the council.

However it would also be feasible to outsource the operation to a third party such as First or an independent operator.

This would need to be decided as part of the planning stage as there are implications on funding including whether the service would remain free to passengers.

This would impact on vehicle design & payment systems.

Next steps

I recommend that initial approaches are made to government to seek financial backing for a trial scheme. As the scheme is effectively an extension of a Park & Ride system and is so innovative it is likely to receive support.

At the same time suitable equipment manufacturers should be identified and technical discussions started.

Once the cost of operating the cross city scheme has been calculated, the size of the Park & Ride levy can be calculated and a decision made on whether to proceed.

My own involvement

I would wish to be involved in all stages of planning and installation on a consultancy basis.