



Notice of meeting of

Traffic Congestion Ad-Hoc Scrutiny Committee

To: Councillors Merrett (Chair), Holvey, Hudson (Vice-Chair), Orrell, Pierce, Simpson-Laing, Vassie, Mr M Smith (Co-opted Non-Statutory Member) and Mr M Page (Co-opted Non-Statutory Member)

Date: Tuesday, 18 May 2010

Time: 5.00 pm

Venue: The Guildhall, York

AGENDA

1. **Declarations of Interest**

At this point Members are asked to declare any personal or prejudicial interests they may have in the business on this agenda.

2. **Minutes** (Pages 3 - 8)

To approve and sign the minutes of the last meeting of the Committee held on 12 October 2009.

3. **Public Participation**

At this point in the meeting members of the public who have registered their wish to speak regarding an item on the agenda or an issue within the committee's remit can do so. Anyone who wishes to register or requires further information is requested to contact the Democracy Officer on the contact details listed at the foot of this agenda. The deadline for registering is Monday 17 May 2010 at 5.00pm.

4. Traffic Congestion Ad-hoc Scrutiny Review - Residents Survey Results (Pages 9 - 114)

This report presents the findings from the recently completed residents survey together with feedback from individual residents on the quality of the survey and their views on the findings from the scrutiny review. Members are asked to consider the information provided and agree any further recommendations resulting from the review in light of the survey responses.

5. Any other business which the Chair considers urgent under the Local Government Act 1972

Democracy Officer:

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For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details are set out above.

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- ensure that what you want to say speak relates to an item of business on the agenda or an issue which the committee has power to consider (speak to the Democracy Officer for advice on this);
- find out about the rules for public speaking from the Democracy Officer.

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Further information about what's being discussed at this meeting

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Holding the Executive to Account

The majority of councillors are not appointed to the Executive (40 out of 47). Any 3 non-Executive councillors can 'call-in' an item of business from a published Executive (or Executive Member Decision Session) agenda. The Executive will still discuss the 'called in' business on the published date and will set out its views for consideration by a specially convened Scrutiny Management Committee (SMC). That SMC meeting will then make its recommendations to the next scheduled Executive meeting in the following week, where a final decision on the 'called-in' business will be made.

Scrutiny Committees

The purpose of all scrutiny and ad-hoc scrutiny committees appointed by the Council is to:

- Monitor the performance and effectiveness of services;
- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

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City of York Council

Committee Minutes

MEETING	TRAFFIC CONGESTION AD-HOC SCRUTINY COMMITTEE
DATE	12 OCTOBER 2009
PRESENT	COUNCILLORS MERRETT (CHAIR), HOLVEY, HUDSON (VICE-CHAIR), ORRELL, PIERCE, SIMPSON-LAING, VASSIE AND MR M PAGE (CO-OPTED NON-STATUTORY MEMBER)
APOLOGIES	MR M SMITH (CO-OPTED NON-STATUTORY MEMBER)

1. DECLARATIONS OF INTEREST

Members were invited to declare, at this point in the meeting, any personal or prejudicial interests they might have in the business on the agenda.

Councillor Merrett declared a personal non-prejudicial interest in agenda items 5 (Traffic Congestion Final Report) and 6 (Traffic Congestion – Residents Survey) as an honorary member of the Cyclists’ Touring Club, a member of Cycling England and a member of the York Cycle Campaign.

Councillor Holvey declared a personal non-prejudicial interest in agenda items 5 (Traffic Congestion Final Report) and 6 (Traffic Congestion – Residents Survey) as he was employed by Leeds City Council as an Economic Policy Manager.

Councillor Simpson-Laing declared a personal non-prejudicial interest in agenda items 4 (Air Quality Update) and 5 (Traffic Congestion Final Report) as she lived adjacent to a possible future Air Quality Management Area.

2. MINUTES

RESOLVED: That the minutes of the last meeting of the Committee held on 7 May 2009 be approved and signed by the Chair as a correct record.

3. PUBLIC PARTICIPATION

It was reported that there had been no registrations to speak at the meeting under the Council’s Public Participation Scheme.

4. AIR QUALITY UPDATE

Consideration was given to an update report on Local Air Quality Management in York. Members were reminded that in 2002 the City of York Council had declared an Air Quality Management Area (AQMA) and that since then air quality monitoring in the city had revealed that the local

and national objective levels were still being exceeded in a number of locations.

In York the five areas of concern were located on or near to the inner ring road and they were characterised by their enclosed nature and long periods of congested traffic. It was confirmed that while the council had already achieved a lot in terms of modal shift to walking, cycling and public transport, the levels of NO₂ still appeared to be deteriorating and that only a step change in transport policy was likely to deliver any measurable and sustainable improvement.

Officers stated that since this report had been published the results of monitoring in the vicinity of Fulford Main Street and Heslington Lane had been reported to DEFRA. Their detailed assessment had concluded that the annual average nitrogen dioxide objective was being exceeded in this area that a new AQMA would need to be declared and a plan drawn up for that area.

Members questioned various aspects of the report including:

- Health implications for residents in the breach areas;
- Possible joint working with the PCT and details of related hospital admissions;
- Considered that some traffic light sequencing added to air pollution;
- Error margin on air quality figures and averages across the AQM area;
- LTP2 included the examination of low emission zones towards the end of the plan period.

The Chair thanked Officers for their extremely helpful and comprehensive report on air quality and confirmed that this information would be used in the final report. The Committee felt that this report should also be sent to the Community Safety and Overview Committee for their information.

RESOLVED: That the Air Quality update report be noted.

REASON: To update the Committee on the present position in relation to air quality in the city and proposed future improvements.

5. TRAFFIC CONGESTION FINAL REPORT

Members considered the draft final report of the Committee which had examined ways, including Local Transport Plans 1 and 2 (LTP1 and LTP2) and other evidence, of reducing present traffic levels of traffic congestion in York, and ways of minimising the impact of the forecast traffic increase.

To fully investigate and understand the affects that congestion and the improvement areas identified within the remit Members had held a series of meetings between November 2006 and June 2008.

The Committee had concluded that the broad overall solution to both congestion and the climate change challenge was a concerted approach using the following hierarchy of measures:

- i. Reducing the need to travel (through IT, land use planning policies and other solutions)
- ii. Undertaking more of the journeys that still need to be made by green and environmentally less damaging modes
- iii. Improving engine efficiency and switch to lower / non-carbon based fuels
- iv. Undertaking a greater proportion of car based journeys on a shared basis
- v. Improving driving standards (for fuel efficiency and safety, and to make roads safer and more attractive to green travel modes)
- vi. Reducing congestion delays and fuel wastage in traffic queues.

It was reported that comments on the draft final report had been received from Chris Chambers on behalf of the York Environment Forum details of which had been emailed to Members and hard copies circulated at the meeting. The Forum supported the need for an immediate action plan to improve traffic congestion and air quality in the city.

Consideration was given to all the information in the covering report, the draft final report at Annex A and its associated annexes and to the following options:

- i) Amending the findings detailed within the report
- ii) Inserting additional information
- iii) Amending and/or agreeing the vision for York's long-term transport strategy as suggested in paragraph 69
- iv) Drafting and agreeing a subsidiary vision for public transport for inclusion in the final report at paragraph 70
- v) Amending and/or agreeing the conclusions and recommendations within the report (as shown at paragraphs 79 – 84 & 91 - 93)

RESOLVED: That subject to the various amendments and additions suggested at the meeting together with the inclusion of information from the Air Quality Update report, agreement be given to the draft final report and annexes of the Traffic Congestion Scrutiny Review.

REASON: To progress and finalise this review and to enable implementation of the Committees recommendations.

6. TRAFFIC CONGESTION - RESIDENTS SURVEY

Consideration was given to a draft of the planned residents survey, based on the findings of the scrutiny review to enable it to be produced and issued. Members had recognised that it would be beneficial to engage the wider York community as well as interested parties to identify their views on future transport policy, given both the difficult and critical choices to be made.

A revised version of the Traffic Congestion Survey which included some context to the traffic congestion issues faced by the city and how the Committee identified the scenarios shown in the survey had been circulated to Members prior to the meeting.

Members made the following points and suggestions in relation to the survey document:

- Survey to contain less text and more pictures/photographs to ease understanding;
- Simplified explanation of the scrutiny process towards end of text;
- Maps require simplification and inclusion of text as unclear in present form;
- In addition to projected traffic growth figures include details of proposed increase in congestion to 2021 on the basis of current policies and funding levels;
- Outcome of options to be made clearer and that % reduction is against the future;
- Include details of funding levels and costs for options A, B and D;
- Should be made clear that this is a long term strategy;
- Explanation of what congestion means eg longer queues, longer journeys to work, more junctions blocked etc;
- Scenario's A – D to be incorporated into a tick box grid to include predicted outcomes;
- Include bicycles and powered 4 wheelers as methods of commuting;
- Include 'equipment associated with work' as one of the barriers to travelling;
- Include questions to gain details of the postcode of employment and the school runs;
- Q7 to detail costs for each of the options and to allow residents to allocate a sum of money (eg 10 years transport funding) between these options;
- Indicate that this survey relates to long term strategic options for the city (10 years plus) and that a separate consultation relating to the shorter term Local Transport Plan 3 will follow;
- Examine possible A3 size survey;
- Circulation to schools to reach young people;
- Ensure plain English and snappy core messages;

Officers confirmed that to enable the survey to be produced and distributed, no later than December, that an amended draft survey would be required within approximately 10 to 14 days to allow for agreement on the final format and publication.

- RESOLVED: (i) That the survey of York residents to evidence the findings of the scrutiny review and support the arising recommendations be undertaken in an amended format to be agreed;
- (ii) That the Chair, Vice Chair and Cllr Holvey as spokesperson of the Lib/Dem group be delegated authority to agree amendments to the survey to enable it to be produced within the necessary timescales.

REASON: To enable the survey to be produced and distributed and to evidence the value of the work of this Scrutiny Committee.

CLLR D MERRETT, Chair
[The meeting started at 6.00 pm and finished at 8.00 pm].

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Traffic Congestion Ad-hoc Scrutiny Committee

18 May 2010

Report of the Head of Civic, Legal & Democratic Services

Residents Survey Results

Summary

1. This report presents the findings from the recently completed residents survey together with feedback from individual residents on the quality of the survey and their views on the findings from the scrutiny review. Members are asked to consider the information provided and agree any further recommendations resulting from the review in light of the survey responses.

Background

2. In coming to a decision to review this topic, the Committee recognised certain key objectives and the following remit was agreed:

Aim

3. To identify ways including Local Transport Plans 1 & 2 (LTP1 & LTP2) and other evidence, of reducing present levels of traffic congestion in York, and ways of minimising the impact of the forecast traffic increase.

Objectives

Having regard to the impact of traffic congestion (based on external evidence and those measures already implemented in LTP1 or proposed in LTP2), recommend and prioritise specific improvements to:

- i. Accessibility to services, employment, education and health
- ii. Air Quality, in particular looking at the five hotspots identified in the LTP2
- iii. CO₂ Emissions
- iv. Alternative environmentally viable and financially practical methods of transport
- v. Journey times and reliability of public transport
- vi. Economic Performance
- vii. Quality of Life
- viii. Road Safety

Consultation

4. As part of the review the following organisations and individuals were consulted:

- Assistant Director of City Development & Transport
 - Environmental Protection Manager
 - Principal Transport Planner
 - Representatives from the local bus service providers
 - Chair of the Quality Bus Partnership
5. In addition, reference was made to national Government policy documents and the Council's mid-term reports on LTP2, and a number of consultation events were also held:
- 'Road User Charging' (presented by Capita Symonds)
 - 'Broad Strategic Options Available to York' Report (presented by the Assistant Director of City Development & Transport)
 - 'Quality of Life' (presented by Professor John Whitelegg)

Summary of Recommendations Arising from the Review to date

6. The Committee's recommendations relating to their investigative work on the objectives of this review, were presented to the Executive on 3 April 2010, (see recommendations to date shown at Annex A). The Executive agreed to all the recommendations being taken into consideration as part of the LTP3 process, but this decision was subsequently called-in and referred back to the Executive by Scrutiny Management Committee, as Members felt the Executive should indicate whether it wished to approve, reject or amend the recommendations. The Executive reconsidered the final report on 5 May 2010, and approved a number of the recommendations. Some were rejected and others they agreed to feed into LTP3.

Information Gathered & Analysis

7. The recommendations presented to the Executive in April 2010 did not include any recommendations arising from the city wide consultation survey undertaken to gather residents views. An analysis of the survey findings are shown at Annex B, and Annex C (to follow) shows a number of sub-postal area maps, associated with the findings related to question 7 -ranking options, and question 8 – alternative options. Finally, residents comments and feedback on the survey are shown at Annex D.
8. Changes to Government Funding
The final report presented to the Executive in April 2010, highlighted the Transport Innovation Fund as being a suitable funding mechanism for the more radical solutions identified. This funding mechanism is no longer available and is due to be replaced by an Urban Challenge Fund (UCF). The Department for Transport (DfT) issued a discussion paper on the UCF on 03 March 2010 inviting comments thereon to be returned by 04 June 2010. Whatever format and criteria for the UCF is eventually established, there is huge uncertainty in the future availability of government funding with, at the most optimistic level, 20-25% cuts in funding expected.

9. The discussion paper referred to above, can be viewed at:
<http://www.dft.gov.uk/pgr/regional/localauthorities/funding/fundingstreams/urbanchallengefund/discussion/>

Options

10. Having considered the information contained within this report and its annexes, Members may choose to identify and agree additional recommendations relating specifically to the testing of the scenarios, in order that these may be presented to a further meeting of the Executive for approval.

Corporate Strategy

11. This review related to a number of the corporate priorities contained within the Council Corporate Strategy i.e. the recommendations if approved, will support the council's aim of making the city a healthier, more sustainable and thriving city, where residents have improved access to education, employment and health services.

Implications

12. **Financial** – The financial implications associated with implementing the suggested long term transport strategy are outlined in the final report that went to the Executive in April 2010. However in order to pursue these funding streams the scenarios will need to be tested rigorously to confirm the validity of the suggested strategy, which would require Council funding. At this stage it is unclear exactly how much funding would be required and these financial implications would need to be addressed in more detail in any future reports commissioned by the Executive resulting from those recommendations arising from this scrutiny review that they have approved.
13. **Legal** – As Local Highway Authority, Local Planning Authority, Local Environmental Health Authority and Road Traffic Authority, the Council has a wide range of functions it is able to discharge and powers it can exercise in dealing with congestion. In so acting it must adhere both to its own necessary authorisation procedures and all formal statutory requirements.
14. There are no known HR, Equalities, Property, Crime & Disorder, or other implications associated with the recommendations within this report. However, there are likely to be some HR implications associated with any additional recommendations around the testing of the preferred scenarios, which will be made once the survey results have been analysed.

Risk Management

15. There are risks to the Council associated with not adhering to all the legislation associated with the statutory functions listed within the legal implications paragraph above. There is also a potential risk to the Council's reputation if it fails to implement the necessary measures to address the expected increase in congestion levels

Recommendations

16. Members are asked to:

- i) note the findings from the residents survey
- ii) agree any further recommendations arising from this review, relating specifically to the testing of the scenarios outlined in the survey
- iii) agree to the recommendations identified at this meeting being added to the final report, and delegate the signing off of the completed final report to the Chair of this Committee.

Reason: To inform the Executive of the full outcome of the Traffic Congestion Ad Hoc Scrutiny Review.

Contact Details

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Democratic Services Manager
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Report Approved Date 7 May 2010

Specialist Implications Officer(s)

Wards Affected:

All

For further information please contact the author of the report

Annexes

- Annex A – Table of recommendations made to date
- Annex B – Analysis of survey results
- Annex C 1-3 – Maps associated with survey results for questions 7 & 8
- Annex D – Residents comments & feedback on the survey

Background Papers:

The Final Report and its associated annexes dated February 2010, and the Executive Cover Report dated 13 April 2010 can be viewed online at:

<http://democracy.york.gov.uk/ecCatDisplay.aspx?sch=doc&cat=12962&path=12836>

The background papers to the final report can be viewed online at:

<http://democracy.york.gov.uk/ecCatDisplay.aspx?sch=doc&cat=12964&path=12836>

Hard copies of the background papers listed above, can also be obtained by contacting the report author.

Traffic Congestion Ad-hoc Scrutiny Review

Recommendations Arising From the Review To Date

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

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

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

Recommendations in strategic response to tackling congestion from LTP3 onwards

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

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

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

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

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

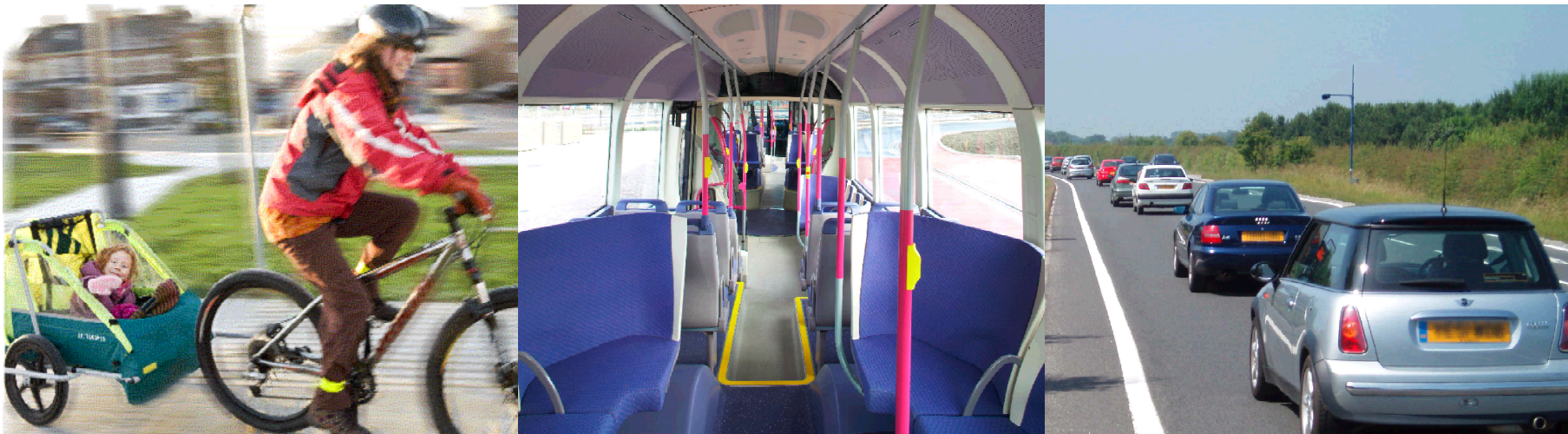
In regard to freight, the Council to:

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



Tackling Traffic Congestion in York

2010 consultation report





Background to the 2010 Congestion Consultation

This city-wide survey was included as an insert in Your City February 2010 with a parallel online version of the survey available on the CYC website. The closing date was 26th March 2010.

The A4, colour survey included information on the extent of the problem of traffic congestion in York, a map highlighting levels of congestion across the City and a detailed breakdown of each of the proposed solutions.

The survey booklet included an integral fold-and-flap style return FREEPOST envelope.

90,000 surveys were distributed. A total of 7292 completed surveys were returned - a response rate of 8%.

A majority of 6967 completed the survey by post and 325 completed it online.

Data-processing was carried out by an independent research agency. The report was written by the market research team, Performance and Improvement.



Statistical reliability explained

Based on statistical rules, the *overall results* from this consultation are accurate to within +/- 1.1% at the 95% confidence level.

This means that if the exact same survey was carried out 100 times, 95 out of 100 times the overall results (those with a base of all respondents) would not be more or less than 1.1% from the figures in this report.

This level is superior to the accepted industry standard of +/- 5%.

The statistical accuracy of *results at sub-level* will vary. As a guide, a base size of 100 will have an accuracy level of +/- 9.8% at the 95% confidence level, 500 at +/- 4.4% and 1000 at +/- 3.1%.

This report shows the figures for respondents who gave a definite response to each question so base sizes will vary where questions have not been completed.

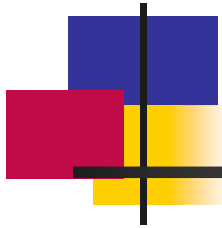
Where responses do not add up to 100%, this is due to multiple coding (respondents could choose more than one option) or computer rounding.

All reported differences are statistically significant.



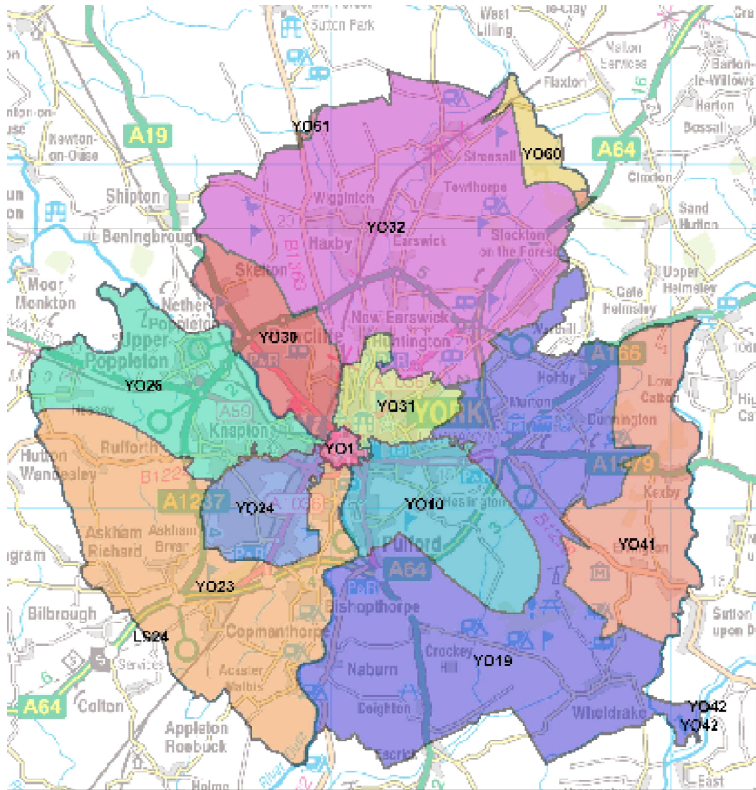
Key Findings

- Overall, the greatest proportion of respondents said the majority of their journey *to work* is made by car
- Dropping children off on the way to work is overwhelming the most likely reason for respondents saying they travel by car for school/nursery journeys
- Car is the most likely form of transport used by residents to travel into and around York
- When looking at *just those who said they do not currently use buses* to travel into and around York, the top three specific reasons are cost, frequency of service and reliability
- When looking at *just those who said they do not currently use a bike* to travel into and around York, the top three specific reasons are not owning a bike, safety concerns and health problems/age
- When looking at *just those who said they do not currently travel on foot* to travel into and around York, the top three specific reasons are feeling it's too far to walk, it takes too long to walk and having to carry equipment/heavy bags
- **Option C** – restricting congestion without charging – was most likely to be chosen as respondents' first choice measure to tackle congestion in the city (39%)
- Respondents were asked to tick their top five preferences from a list of ten alternative measures in the event that the council is not given the funding to implement the suggested scenarios completely. Improving local bus services to meet residents' needs was the most frequently chosen option, followed by establishing a freight depot to reduce the size and number of delivery vehicles coming into the city.

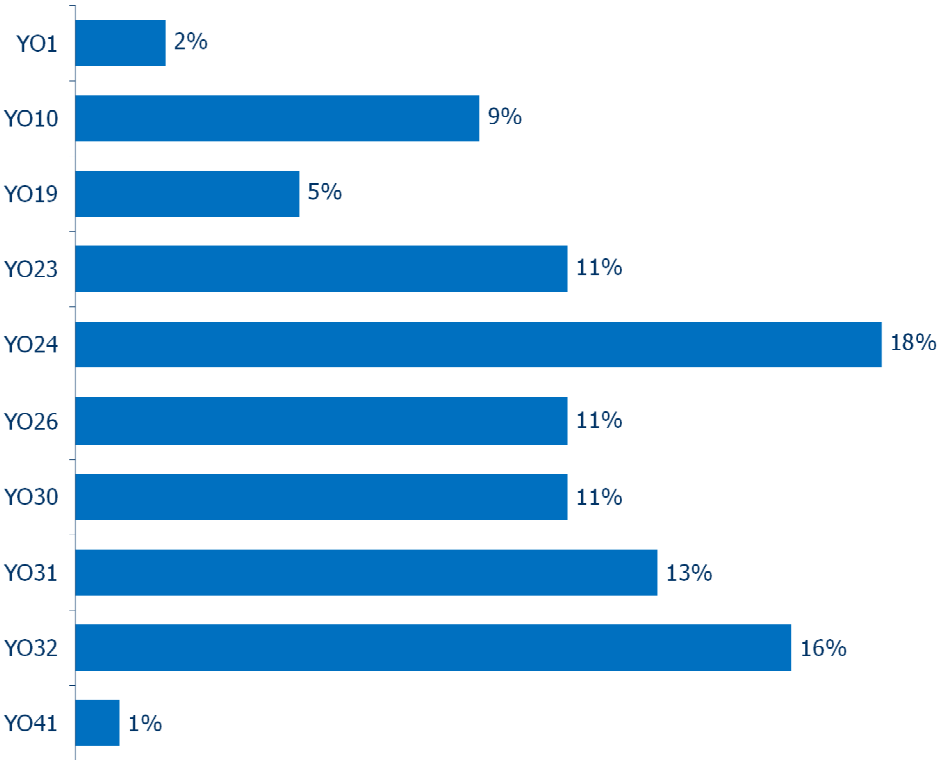


Consultation demographics - area

Response rates by area varied:



Q12 - Respondents' postcode areas



Base: 7292 (all respondents)

Consultation demographics - area

The tables below show a further breakdown of responses by area. The percentages shown are based out of the ten York city area postcodes (so excluding all out of York city and blank postcode responses). A map follows this slide.

Top 10
Lowest 10

City of York postcode area									
YO1	YO1 6	YO1 7	YO1 8	YO1 9	YO10	YO10 3	YO10 4	YO10 5	YO19
0.2% (14)	0.9% (64)	0.7% (47)	0.1% (7)	0.5% (36)	0.5% (37%)	3.1% (217)	4.1% (285)	2.1% (146)	0.3% (21)

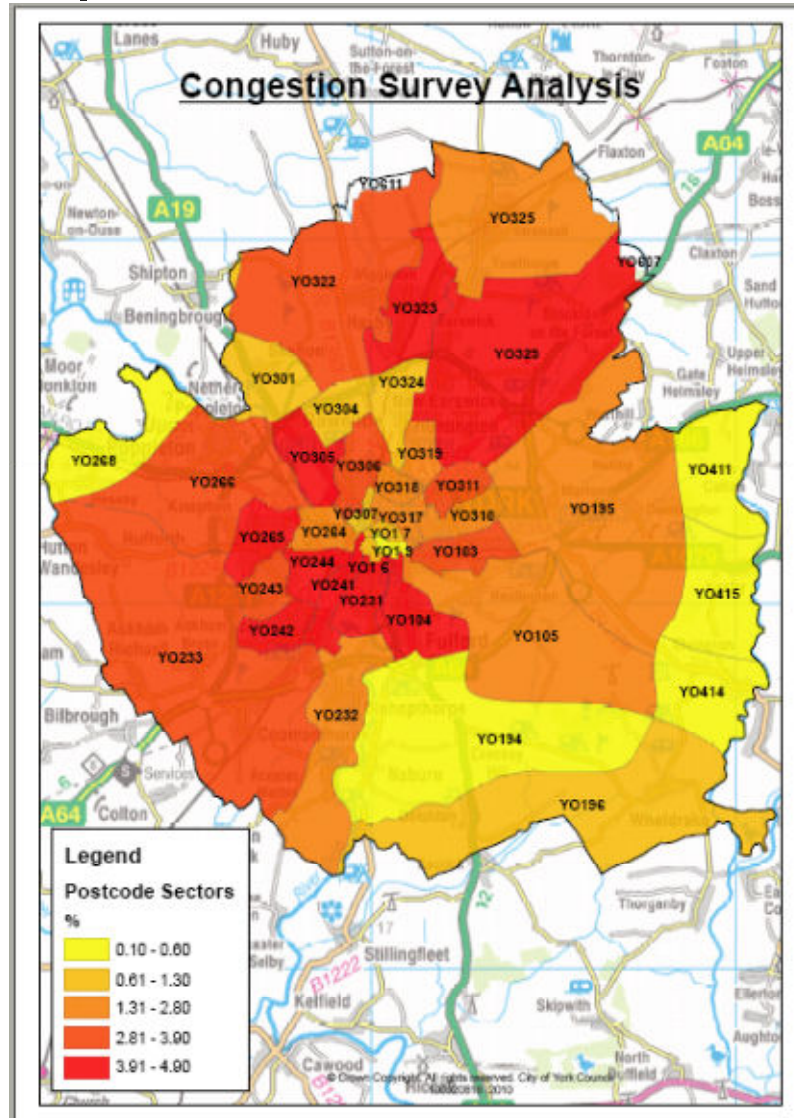
City of York postcode area									
YO19 4	YO19 5	YO19 6	YO23	YO23 1	YO23 2	YO23 3	YO23 7	YO24	YO24 1
0.5% (35)	2.6% (185)	1.3% (94)	0.5% (32)	4.8% (338)	2.6% (183)	3.3% (232)	0% (3)	0.9% (65)	4.8% (339)

City of York postcode area									
YO24 2	YO24 3	YO24 4	YO26	YO26 4	YO26 5	YO26 6	YO26 8	YO26 9	YO30
4.1% (284)	3.9% (270)	4.8% (334)	0.5% (37)	2.8% (196)	4.9% (340)	3.6% (254)	0.1% (4)	0% (1)	0.5% (32)

City of York postcode area										
YO30 1	YO30 2	YO30 4	YO30 5	YO30 6	YO30 7	YO31	YO31 0	YO31 1	YO31 7	YO31 8
1.1% (78)	0% (2)	0.8% (58)	4.2% (295)	3.6% (250)	1.2% (85)	0.6% (45)	2.3% (159)	3.4% (239)	1.9% (136)	2.1% (146)

City of York postcode area										
YO31 9	YO32	YO32 2	YO32 3	YO32 4	YO32 5	YO32 9	YO41	YO41 1	YO41 4	YO31 5
2.6% (184)	0.7% (48)	3.2% (222)	4% (277)	1.3% (93)	2.8% (195)	4.3% (300)	0.1% (4)	0.6% (40)	0.2% (13)	0.1% (8)

Consultation demographics - area

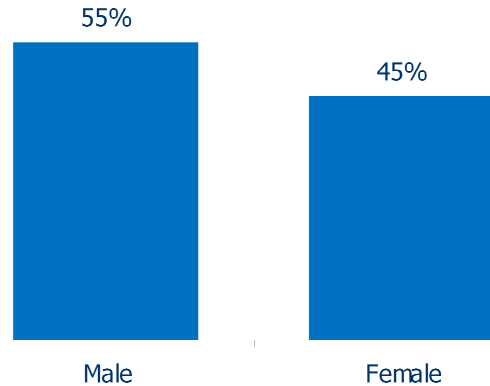


The adjacent map shows the density of responses from each postcode sector area.

Darker areas represent a greater number of responses (see legend for % response band).

Consultation demographics

Q11. Are you..?



Base: 7027 (all respondents)

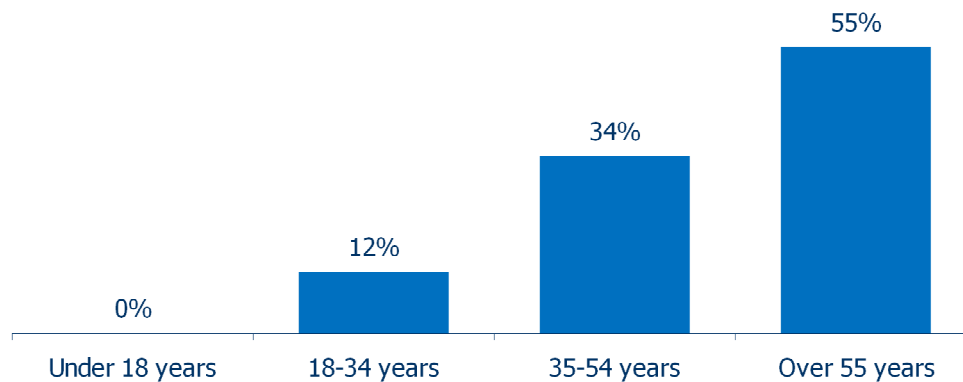
There are enough responses from both males and females to the survey to be able to analyse results robustly for gender differences.

York 2006 population estimate:

Male – 49%

Female – 51%

Q10. Are you aged?



Base: 7206 (all respondents)

The largest proportion of responses were from those over 55 years old (55%). Although only around one in ten (12%) responses were from the 18 to 34 age group, there are enough of these residents to run sub-analysis at a robust level.

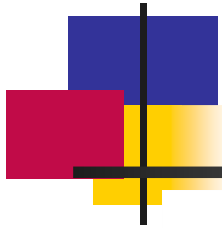
York 2006 population estimate:

(out of 17+ only to enable comparison)

18-34 – 34%

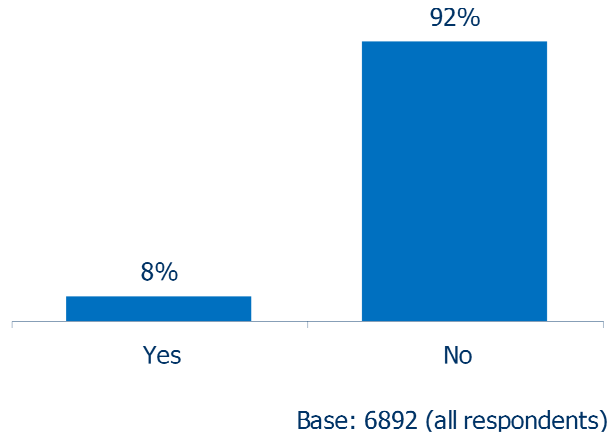
35-54 – 33%

Over 55 – 33%



Consultation demographics

Q9. Are you disabled?

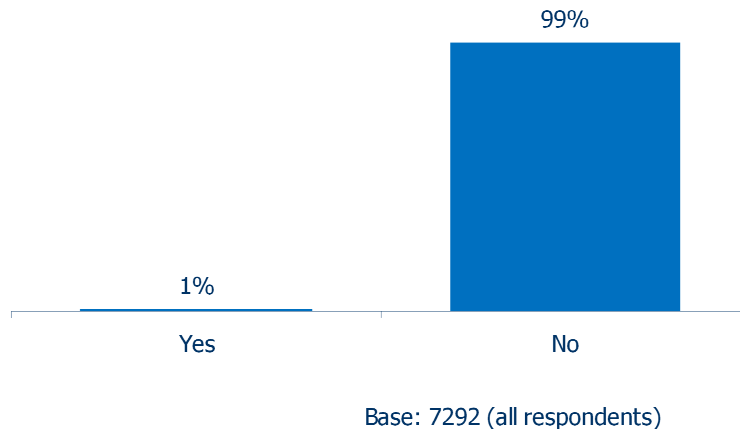


Almost one in ten respondents (8%) said they were disabled, defined as:

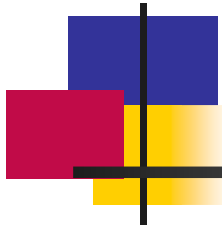
'someone with a physical or sensory impairment, long term medical condition, learning difficulty or mental health problem'.

York 2006 population estimate:
Disabilities – 17%

Q14. Are you completing this questionnaire on behalf of your business?



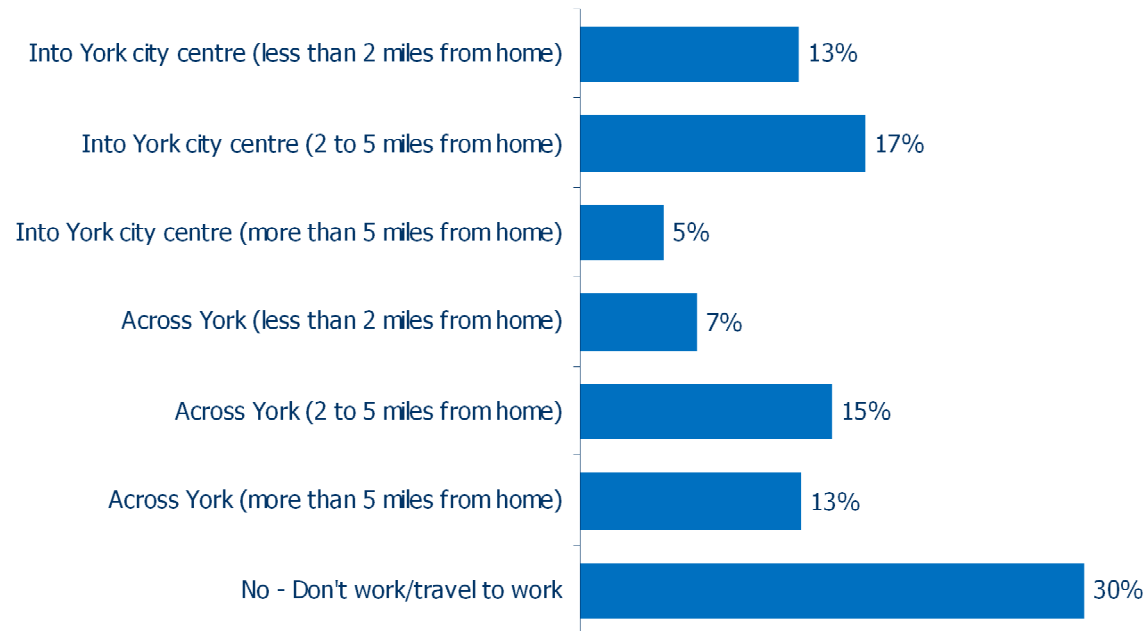
The majority (99%) of respondents said they were *not* completing the survey on behalf of their business.



Journeys to work

There is a fairly even split between respondents who go into York city centre for work (35% overall), across York for work (35% overall) and those who do not work or travel to work (30%).

Q1. Do you go into or across York to get to work?



Base: 5609 (all respondents)

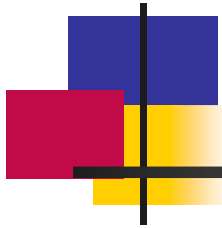


Journeys to work – further analysis

Out of all respondents, 44% said they don't work/travel to work or left this question blank. *Out of these respondents*, one in ten (11%) specified a work postcode later in the survey suggesting that at least some of these respondents do work but do not need to either go into or across York to get there.

A proportion will work from home and have no commute; therefore correctly choosing the 'don't work/travel to work' option.

Two thirds (67%/232 of respondents) of those who said they don't work/travel to work or who left this question blank, but who later specified a work postcode, said they work in the York city area.



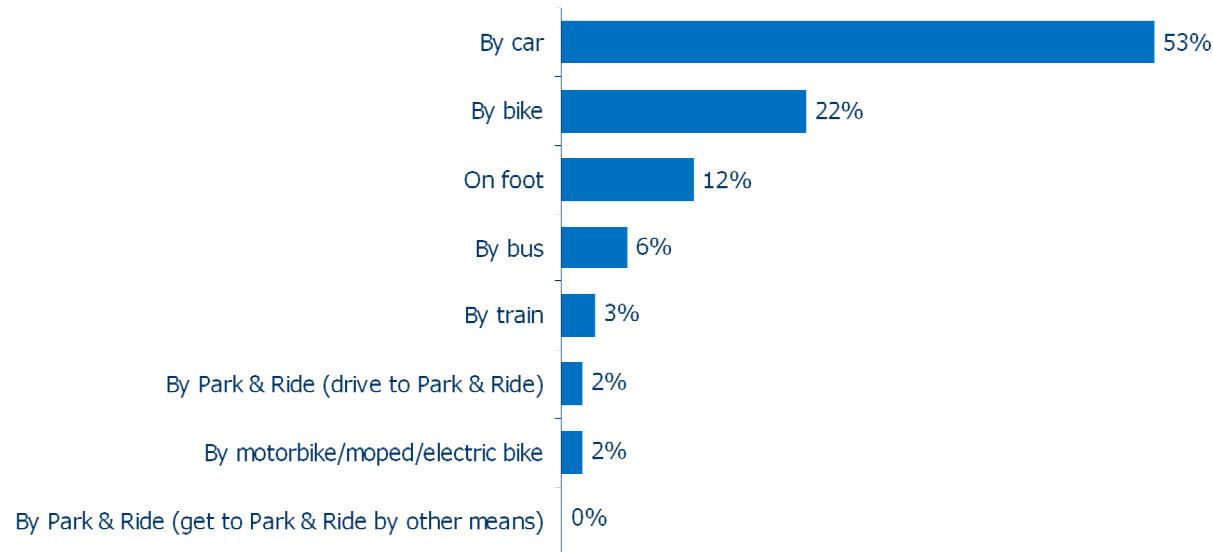
Journeys to work

The greatest proportion of respondents said the majority of their journey to work is made by car; those age 55+ are more likely (58%) to say this than other age groups (37% average).

Those age 18-34 were more likely to say that they make the majority of their journey on foot (19% compared to 10% of those age 34+).

Nearly all (97%) of those who said they use a bus work in the YO postcode areas. All those who said they use the Park & Ride service, travel by car to get there.

Q2. Is the majority of your journey to work..?



Base: 3975 (respondents who travel to work into or across York)

Journeys to work – further analysis

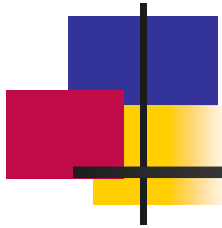
Distance travelled in and across York for work	Method of transport used for majority of journey to work							
	Car	Train	Bus	Motorbike/moped/electronic bike	Park & Ride (drive to)	Park & Ride (get to by other means)	Bike	On foot
Into York city centre (less than 2 miles from home)	7%	50%	17%	7%	5%	6%	26%	58%
Into York city centre (2 to 5 miles from home)	20%	22%	45%	22%	55%	53%	29%	13%
Into York city centre (more than 5 miles from home)	9%	10%	10%	16%	39%	12%	2%	0%
Across York (less than 2 miles from home)	7%	6%	5%	5%	2%	none	14%	21%
Across York (2 to 5 miles from home)	25%	2%	18%	26%	none	24%	24%	7%
Across York (more than 5 miles from home)	32%	11%	5%	24%	none	6%	5%	0%
Base	2030	115	250	58	62	17	881	472

The table above details distance travelled to work in and across York by mode of transport and distance.

It is important to note that respondents were asked to specify the mode of transport they use for *the majority* of their journey and this may not necessarily be within York.

This explains why, for example, half of train users said they travel into the city centre less than two miles from home to get to work; we can assume these residents work in other towns and cities but the data cannot tell us how they get to York station from their home. However, we do know that these respondents later said were most likely to travel around York *for any type of journey* by foot (26%) and by car (23%).

The same principle applies to other modes of transport.

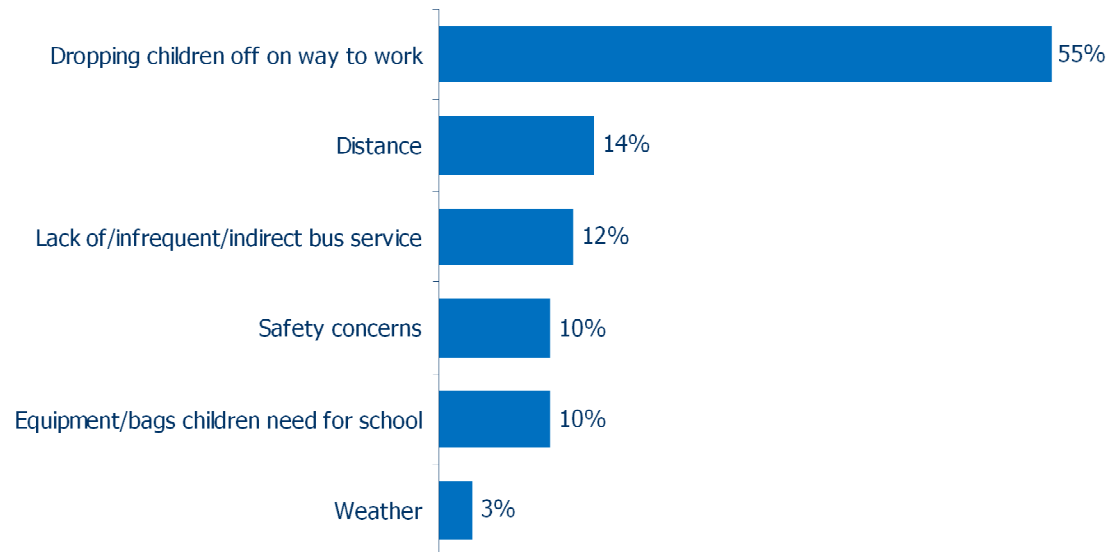


School and nursery journeys

Out of all respondents, a minority of 8% said they regularly take children to school/nursery by car.

Dropping children off on the way to work is overwhelmingly the most likely reason for this (55%). The data also suggests that lack of buses, or indirect bus routes, has some influence on respondents' decisions to drive to schools/nurseries.

Q4a. Why do you travel by car for school/nursery journeys?



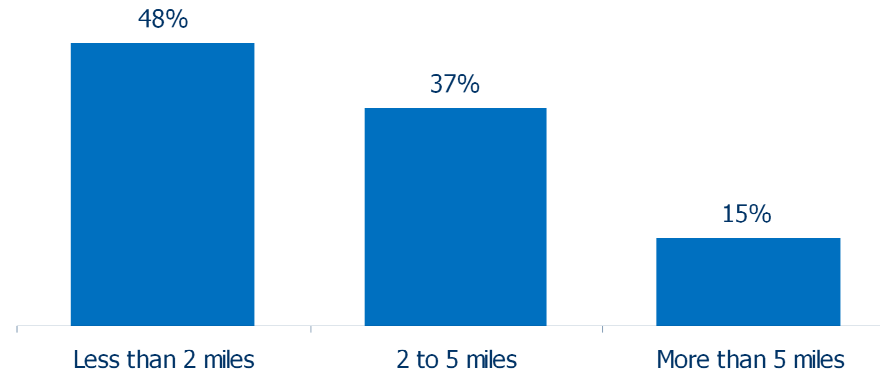
Base: 518 (respondents who regularly take children to school/nursery by car)

School and nursery journeys – distance

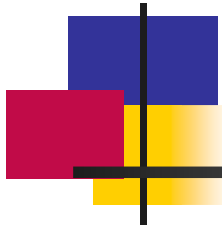
Half (48%) of those that travel by car for school/nursery journeys have a journey of less than 2 miles to get there. These respondents were more likely to say they drive because they are dropping off children on the way to work than for any other reason.

Those with longer journeys to school/nursery were more likely (more than 2 miles - 23% average) to say 'distance' was a reason for travelling by car than those with less than 2 miles to go (7%).

Q4a. And how far do you travel to school/nursery?



Base: 505 (respondents who regularly take children to school/nursery by car)

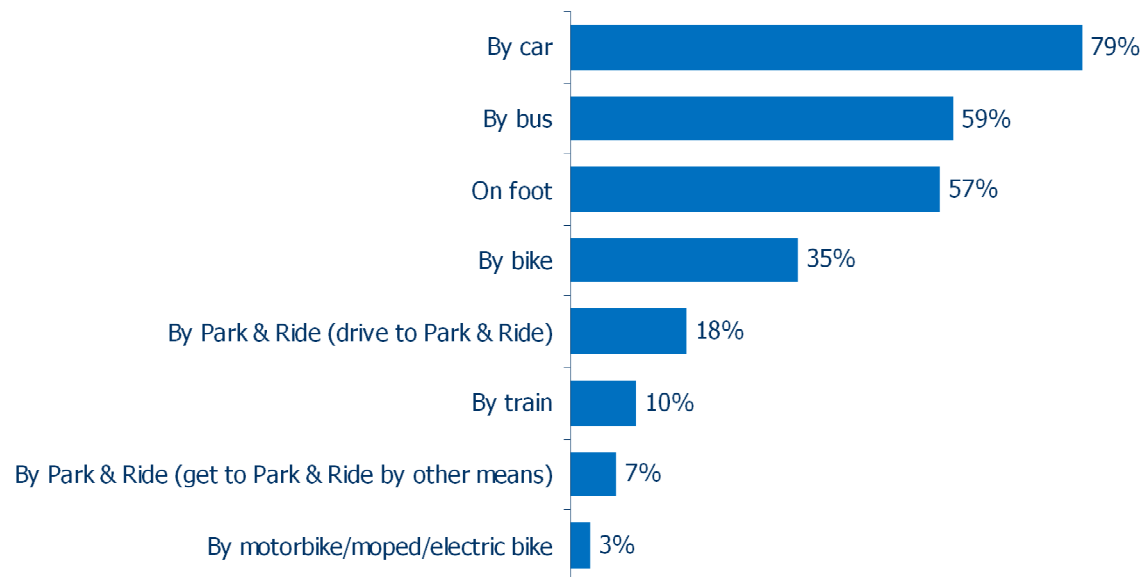


Travelling in and around York – all journeys

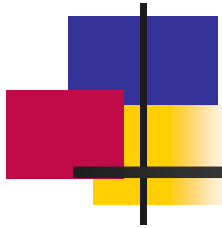
Car is the most likely form of transport used to travel into and around York.

The same proportion of 18-34 year olds and 35-45 year olds said they travel by bike (48% each) and are more likely to do this than those age 55+ (25%).

Q5. Do you currently use the following modes of transport to travel into and around York (for any type of journey)?



Base: 7081 (all respondents)



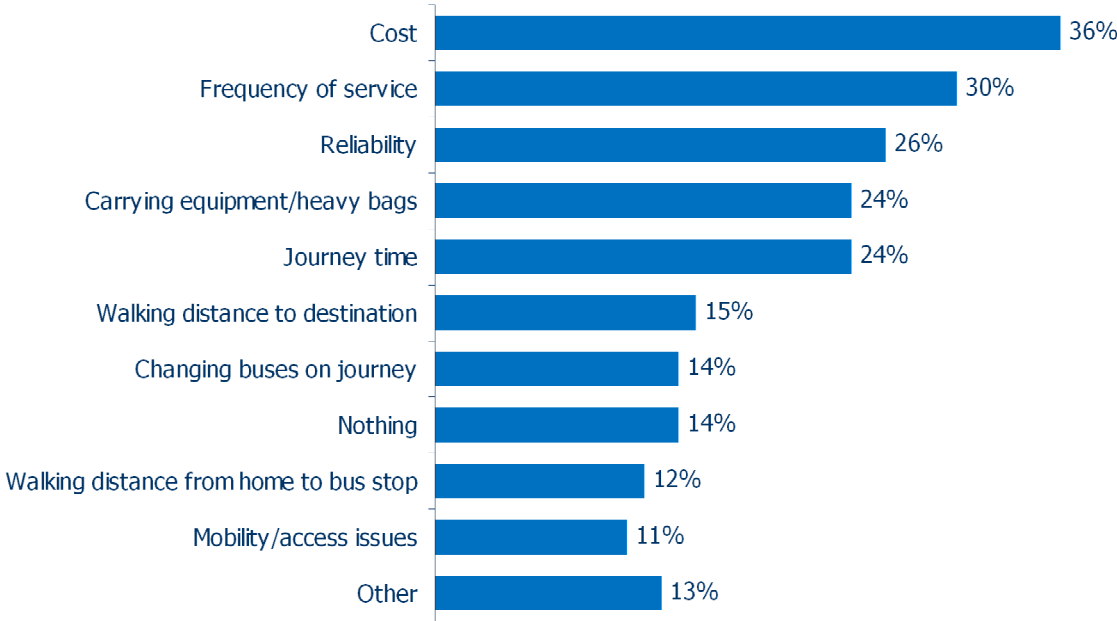
Barriers to travelling by bus

Out of *all respondents*, the top three specific reasons preventing travel by bus are frequency of service (28%), cost (26%) and reliability (22%).

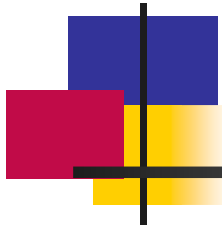
The same top three reasons were cited when looking at *just those who said they do not currently use buses* although cost moves higher up the list as a reason for these respondents (36%).

A proportion (14%) of these current non-users said nothing stops them using a bus.

Q6. What prevents you travelling by bus?



Base: 2294 (respondents who do not use buses to travel into and around York)

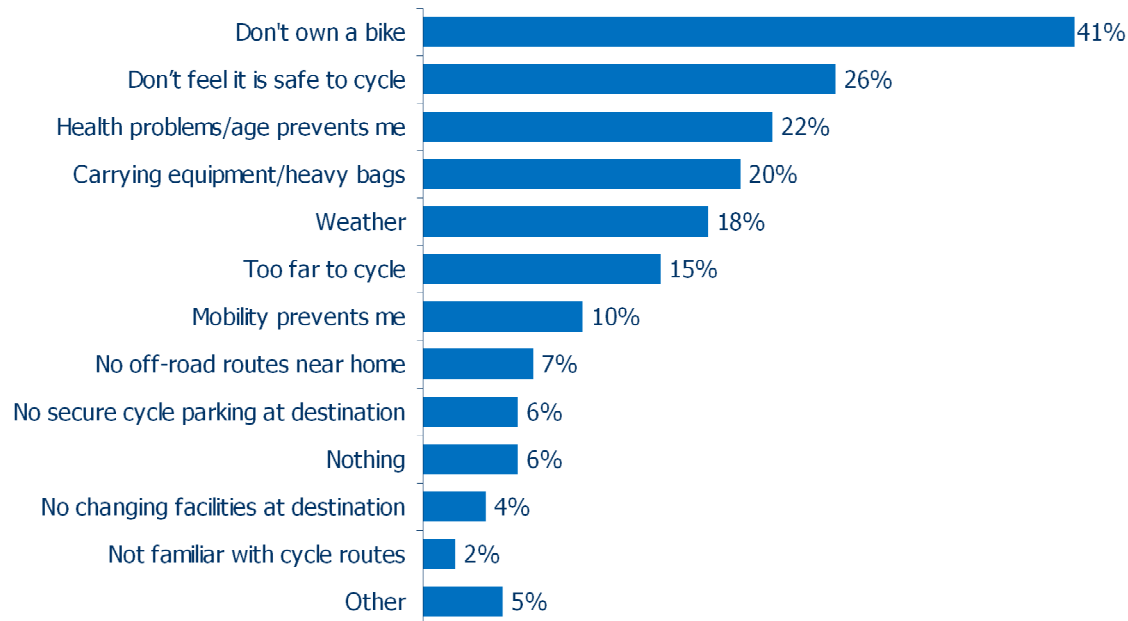


Barriers to travelling by bike

Out of *all respondents*, the top three specific reasons preventing travel by bike are not owning a bike (27%), the weather (23%) and having to carry equipment/heavy bags (21%) joint with feeling it is not safe to cycle (21%).

When looking at *just those who said they do not currently use a bike* to travel into and around York, not owning a bike again is the top barrier (41%) although it is important to note that this is likely to be because the respondent chooses not to cycle as well as a barrier for those who would like to do so . Safety concerns move higher in the list than out of all respondents however (26%), as well as health problems/ age (22%).

Q6. What prevents you travelling by bike?



Base: 4284 (respondents who do not use a bike to travel into and around York)

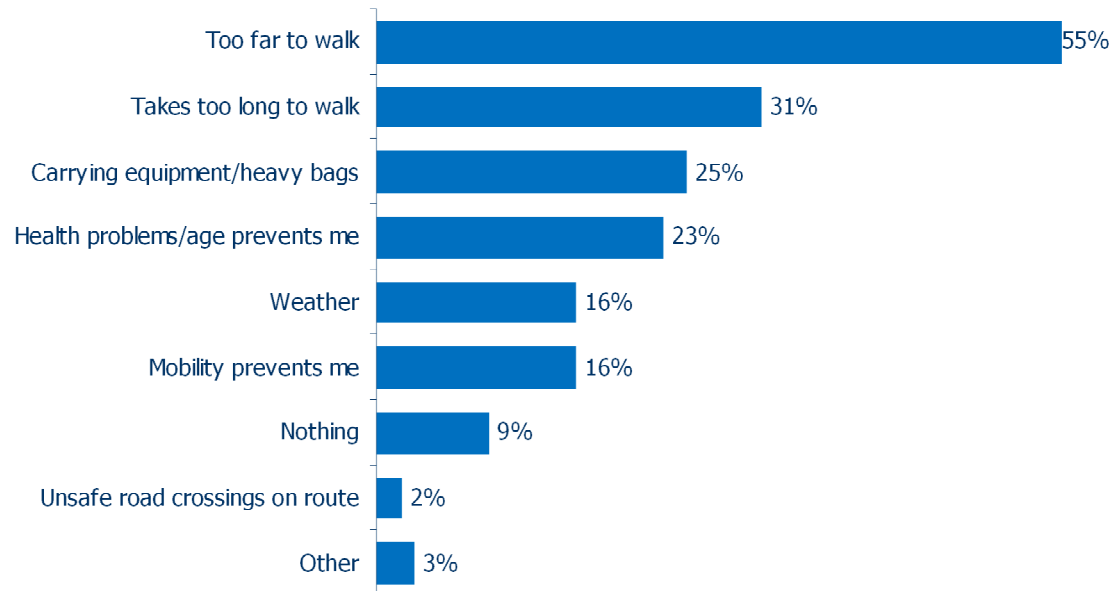
Barriers to travelling on foot

Out of *all respondents*, the top three specific reasons preventing travel on foot are feeling it's too far to walk (37%), having to carry equipment/heavy bags (25%) joint with feeling it takes too long to walk (25%) and the weather (17%).

The same top three reasons are produced when looking at *just those who said they do not currently travel on foot* (with the exception of 'weather') although taking too long to walk is ranked higher for these respondents (31%).

A small proportion (9%) of these current non-users said nothing stops them travelling on foot.

Q6. What prevents you travelling on foot?



Base: 2921 (respondents who do not travel on foot into and around York)

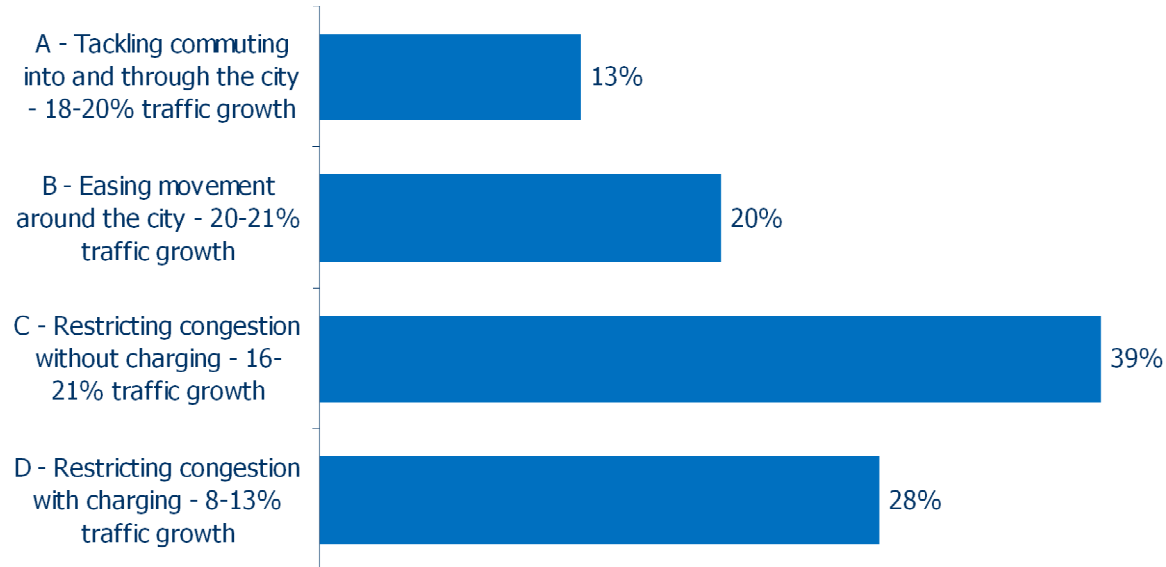
Ranking the proposed scenarios – overall

Option C – restricting congestion without charging – was most likely to be chosen as respondents' first choice measure to tackle congestion (39%).

Those travelling into or across York for work were more likely (41%) to choose option C than those that don't work or travel to work (37%).

For ease of interpretation, Appendix 1 breaks down these results by sub-postcode area in data form and Annex C to the main report provides a break down in map form.

Q7 - What is your first choice of preference for the council to tackle congestion?



Base: 6619 (all respondents)

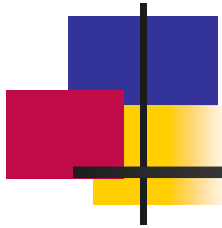


Ranking the proposed scenarios – non-residents

A breakdown of responses by respondents completing their survey on behalf of a business and those who are non-CYC residents is shown below.

Please note that base sizes are small.

Scenario	Respondent group		
	Completing on behalf of business	Non-CYC residents	CYC residents
A - tackling commuting into and through the city - an 18-20% traffic growth	18% (11)	14% (8)	13% (813)
B - Easing movement around the city - a 20-21% traffic growth	35% (21)	25% (14)	20% (1285)
C - Restricting congestion without charging - a 16-21% traffic growth	35% (21)	33% (19)	39% (2510)
D - Restricting congestion with charging - a 8-13% traffic growth	12% (7)	28% (16)	28% (1804)
Base	60	57	6381

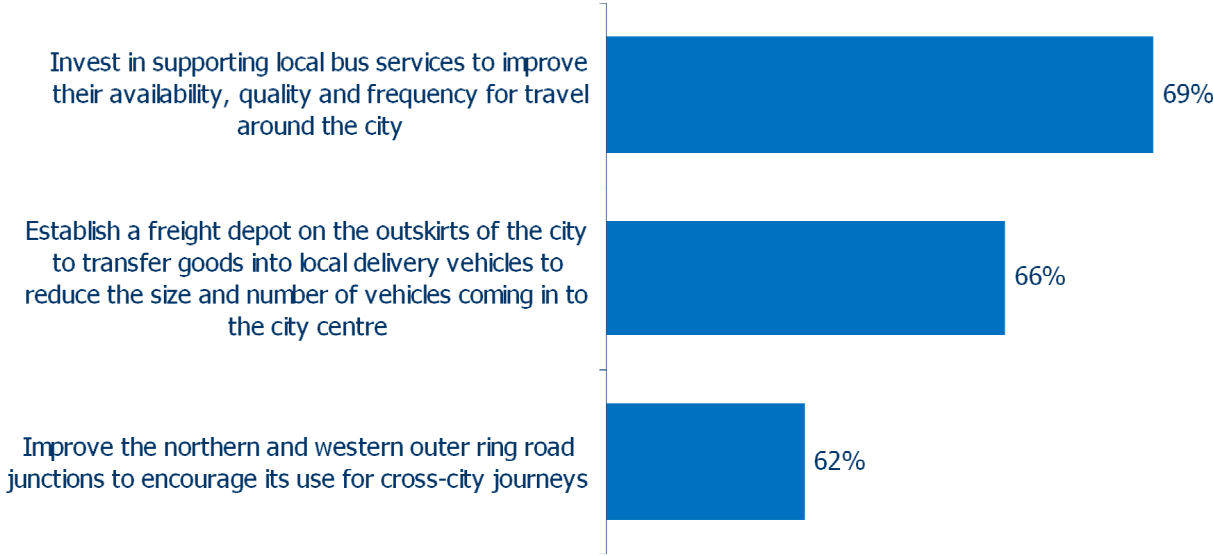


Prioritising alternative measures – the top three

The survey explained that if the council is not given the funding to implement the scenarios completely, it will need to prioritise a set of measures.

Respondents were asked to tick their top five preferences from a list of ten measures. Improving local bus services to meet residents' needs was the most frequently chosen option (69%), followed by measures to reduce the size and number of delivery vehicles coming into the city (66%).

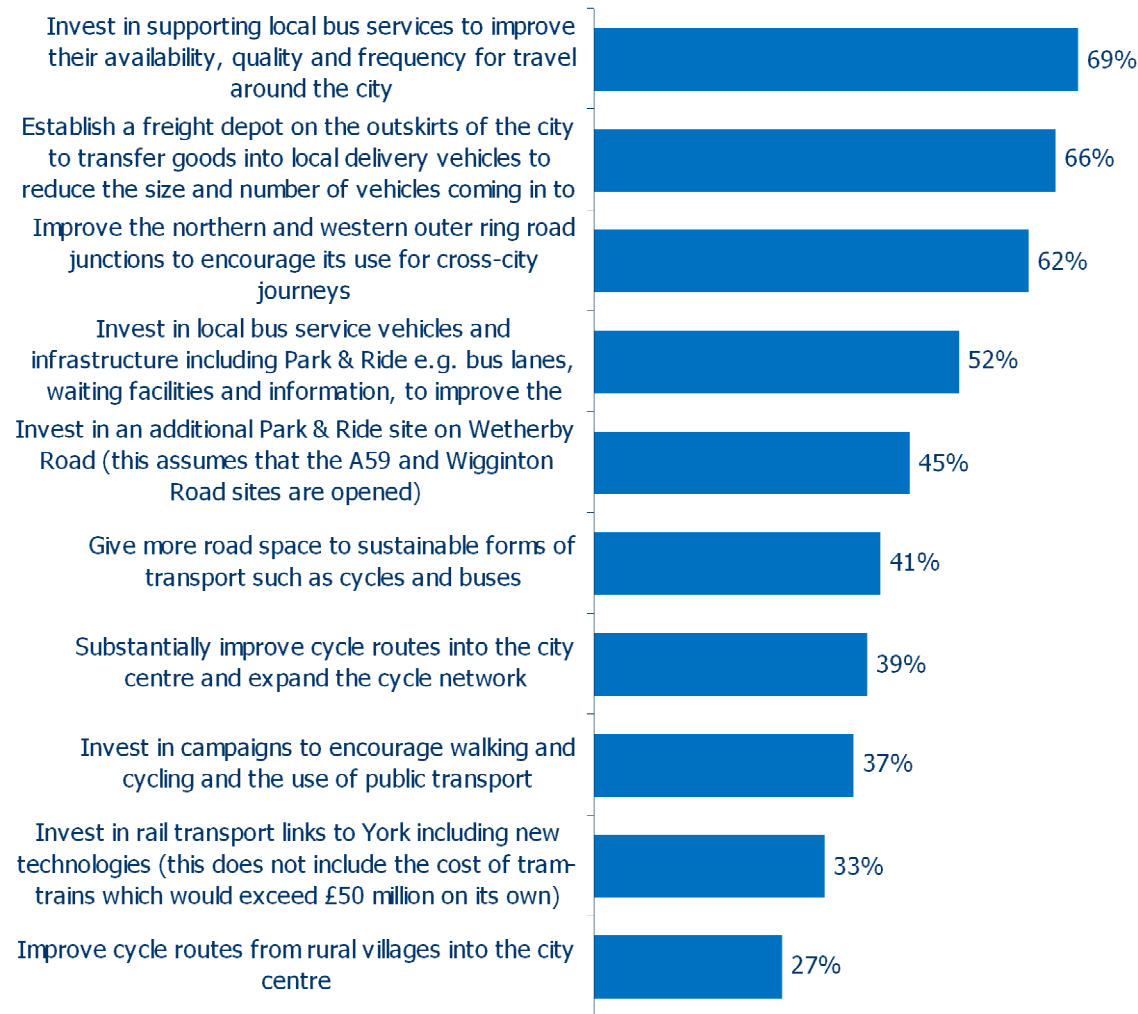
Q8 - Top three alternative measures



Base: 7093 (all respondents)

Prioritising alternative measures

Q8 - Prioritising alternative measures



All options are ranked in the adjacent chart.

Those that use a bike to get into and around York or who cycle to work into or across the city were more likely to want the council to prioritise improving cycle routes from rural villages than respondents who use other forms of transport.

For ease of interpretation, Appendix 2 breaks down these results by sub-postcode area in data form and Annex C to the main report provides a break down in map form.

Base: 7093 (all respondents)

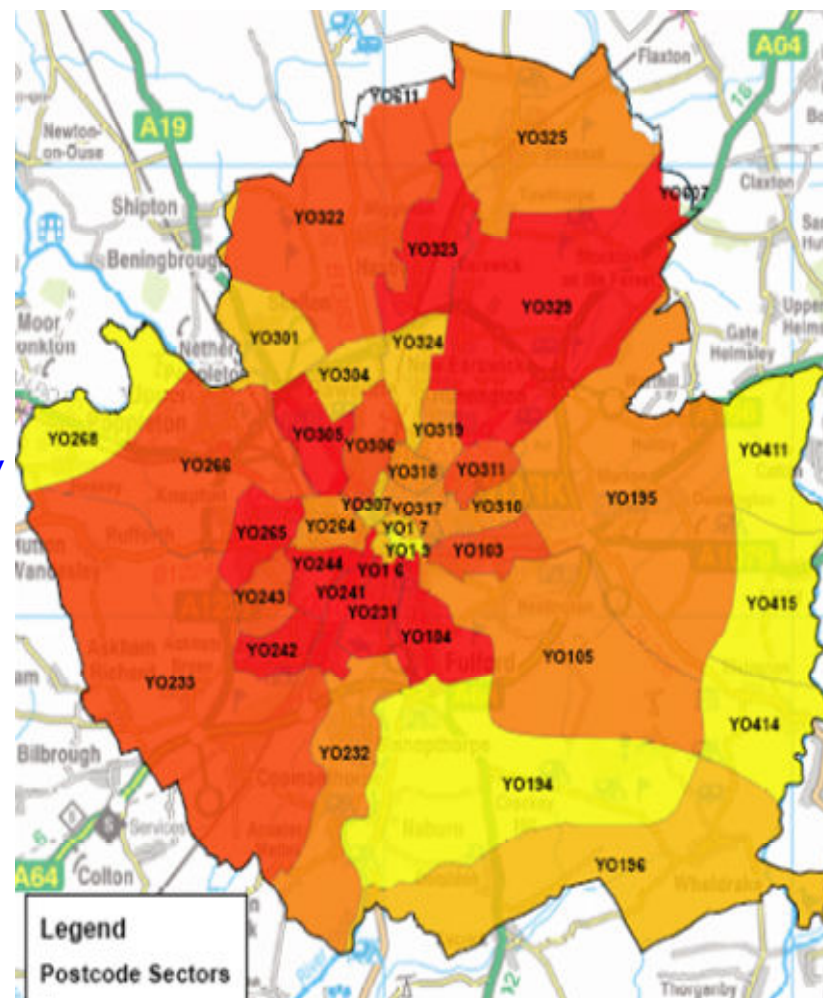
Prioritising alternative measures – further analysis

Scenario	Respondent group		
	Completing on behalf of business	Non-CYC residents	CYC residents
Invest in supporting local bus services to improve their availability, quality and frequency for travel around the city	59% (39)	49% (29)	69% (4702)
Establish a freight depot on the outskirts of the city to transfer goods into local delivery vehicles to reduce the size and number of vehicles coming in to the city centre	67% (44)	58% (34)	66% (4498)
Improve the northern and western outer ring road junctions to encourage its use for cross-city journeys	79% (52)	70% (41)	62% (4233)
Invest in local bus service vehicles and infrastructure including Park & Ride e.g. bus lanes, waiting facilities and information, to improve the quality and reliability of bus travel to and through the city	46% (30)	56% (33)	52% (3545)
Invest in an additional Park & Ride site on Wetherby Road (this assumes that the A59 and Wigginton Road sites are opened)	55% (36)	61% (36)	45% (3098)
Give more road space to sustainable forms of transport such as cycles and buses	21% (14)	29% (17)	41% (2790)
Substantially improve cycle routes into the city centre and expand the cycle network	30% (20)	22% (13)	40% (2704)
Invest in campaigns to encourage walking and cycling and the use of public transport	35% (23)	32% (19)	37% (2522)
Invest in rail transport links to York including new technologies (this does not include the cost of tram-trains which would exceed £50 million on its own)	41% (27)	49% (29)	33% (2234)
Improve cycle routes from rural villages into the city centre	18% (12)	20% (12)	27% (1857)
Base	66	59	6833

Differences by area – further analysis

In order to robustly analyse significant differences between postcode areas, sub-postcodes have been broken down into the following seven categories:

- **City Centre** (YO1 7), (YO1 9), (YO1 6), (YO1 8)
- **Near City Centre** (YO31 7), (YO30 7), (YO26 4), (YO24 4), (YO24 1), (YO23 1), (YO10 4)
- **Medium urban** (YO31 8), (YO31 9), (YO31 1), (YO31 0), (YO30 6), (YO26 5), (YO24 3), (YO24 2), (YO10 5), (YO10 3)
- **Urban fringe** (YO32 4), (YO30 5), (YO30 4), (YO32 9)
- **Large out of town community** (YO32 2), (YO32 3), (YO26 6), (YO23 3), (YO23 7)
- **Medium out of town village** (YO19 5), (YO19 6), (YO23 2), (YO41 4), (YO26 9)
- **Very rural** (YO19 4), (YO26 8), (YO30 1), (YO41 5), (YO41 1), (YO60 7), (YO61 1), (YO30 2), (YO32 5)





Differences by area – further analysis

Further analysis shows that:

- The further away a respondent lives from the city centre, the less likely they are to say they work or commute to work in or across York (Q1)
- Respondents who live in large, medium and rural out of town communities are more likely to travel to work by car (Q2): 72% compared to 45% average of all other areas
- Respondents who live in or near the city centre or in medium or fringe urban areas are more likely to travel to work by bike (Q2): 26% compared to 13% of large, medium and rural out of town communities
- Those who live in or near the city centre are more likely to walk to work (22%) than those in other areas (6% average)
- The further away a respondent lives from the city centre, the more likely they are to say they regularly take children to school/nursery by car (Q3)
- The further away a respondent lives from the city centre, the further they travel to school/nursery (Q4b): 21% travel more than 5 miles compared to 12% average of all other areas
- Respondents who live in or near the city centre are more likely to say they use a bike to travel into and around York for any type of journey (Q5): 46% compared to 31% average of all other areas
- Respondents who live in large, medium and rural out of town communities are more likely to say that no off-road routes near home, no secure cycle parking at destination, not feeling it is safe to cycle and too far to cycle prevents them travelling by bike (Q6b) compared to those nearer the city centre
- Respondents who live in or near the city centre were more likely to choose Option D as their first choice scenario – Restricting congestion with charging (Q7): 36% compared to 26% average of all other areas
- Respondents who live in or near the city centre were more likely to choose to give more road space to sustainable forms of transport, invest in campaigns to encourage walking and cycling and substantially improve cycle routes as alternative options (Q8) compared to all other areas
- Respondents who live in large, medium and rural out of town communities were more likely to choose improving cycling routes from rural villages and improve the northern and western outer ring road junctions.



Differences by gender – further analysis

Further analysis shows that men were statistically *more likely* than women:

- To say they do not work or commute to work in or across York (Q1): 33% compared to 26% of women
- To make the majority of their journey to work by bike (Q2): 26% compared to 19% of women
- To say they travel by car for school/nursery journeys because of a lack of/infrequent/indirect bus service (Q4a): 17% compared to 9% of women
- To use a car to travel into and around York for any type of journey (Q5): 82% compared to 76% of women
- To use a moped/motorbike/electric bike to travel into and around York for any type of journey (Q5): 5% compared to 1% of women
- To use a bike to travel into and around York for any type of journey (Q5): 39% compared to 31% of women
- To say that nothing prevents them travelling by bus (Q6a): 36% compared to 27% of women
- To say that nothing prevents them travelling by bike (Q6b): 27% compared to 17% of women
- To say that no secure cycle parking at destination prevents them travelling by bike (Q6b): 7% compared to 6% of women
- To say that nothing prevents them travelling on foot (Q6c): 38% compared to 31% of women
- To choose Option B – Easing movement around the city and Option D – Restricting congestion with charging (Q7): 21%/19% and 29%/26% respectively) as their first choice scenario (Q7)
- To choose investing in an additional Park & Ride site on Wetherby Road (47%/44%), improving the northern and western outer ring road junctions (64%/59%) and invest in rail transport links to York (35%/31%) as alternative options (Q8)



Differences by gender – further analysis

Further analysis shows that women were statistically *more likely* than men:

- To make the majority of their journey to work by bus (Q2): 8% compared to 5% of men
- To make the majority of their journey to work on foot (Q2): 15% compared to 10% of men
- To regularly take children to school/nursery by car (Q3): 10% compared to 7% of men
- To say they travel by car for school/nursery journeys because they are dropping off children on the way to work (Q4a): 61% compared to 49% of men
- To say that all reasons listed in the survey prevent them travelling by bus, with the exception of 'walking distance to destination' (Q6a)
- To say that all reasons listed in the survey prevent them travelling by bike, with the exception of 'no secure parking at destination' (Q6b)
- To say that all reasons listed in the survey prevent them travelling on foot (Q6c)
- To choose Option A – Tackling commuting into and through the city and Option C – Restricting congestion without charging (14%/12% and 41%/36% respectively) as their first choice scenario (Q7)
- To choose establishing a freight depot on the outskirts of the city (68%/64%), invest in supporting local bus services (73%/65%) and invest in local bus service vehicles (73%/65%) as alternative options (Q8)



Differences by age – further analysis

Further analysis shows that respondents age over 55 years were statistically *more likely* than younger respondents:

- To say they do not work or commute to work in or across York (Q1): 55% compared to 6% average of all other age groups
- To make the majority of their journey to work by car (Q2): 58% compared to 37% average of all other age groups and bus: 9% compared to 4% average of all other age groups
- To say they travel by car for school/nursery journeys because of safety concerns (Q4a): 23% compared to 5% average of all other age groups
- To use the Park & Ride (drive to P&R) to travel into and around York for any type of journey (Q5): 22% compared to 7% average of all other age groups
- To say that carrying equipment/heavy bags prevents them travelling by bus (Q6a): 21% compared to 18% average of all other age groups
- To say that not owning a bike, mobility problems and health or age prevent them travelling by bike (Q6b)
- To say that taking too long to walk, mobility and health problems or age prevent them travelling on foot (Q6c)
- To choose Option B – Easing movement around the city as their first choice scenario (Q7): 23% compared to 15% average of all other age groups
- To choose establishing a freight depot on the outskirts of the city (71%/43% average of all other age groups), investing in an additional Park & Ride site on Wetherby Road (51%/29% average of all other age groups), invest in supporting local bus services (74%/63% average of all other age groups) and investing in local bus service vehicles and infrastructure (58%/43% average of all other age groups) as alternative options (Q8)



Differences by age – further analysis

Further analysis shows that respondents age over 55 years were statistically *less likely* than younger respondents:

- To say they regularly take children to school/nursery by car (Q4a): 3% compared to 23% average of all other age groups
- To use a bike to travel into and around York for any type of journey (Q5): 25% compared to 57% average of all other age groups
- To travel on foot into and around York for any type of journey (Q5): 47% compared to 72% average of all other age groups
- To say that cost, frequency of service, reliability and changing buses on their journey prevents them travelling by bus (Q6a)
- To say that weather prevents them travelling on foot (Q6a): 16% compared to 27% average of all other age groups
- To choose substantially improving cycle routes, improving cycle routes from rural villages, give more space to sustainable forms of transport such as cycles and buses and invest in rail transport links to York as alternative options (Q8)



Differences between disabled/non-disabled

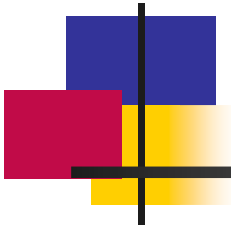
Further analysis shows that respondents who said they are disabled were statistically *more likely* than other respondents:

- To say they do not work or commute to work in or across York (Q1): 61% compared to 26% of other respondents
- To make the majority of their journey to work by car (Q2): 61% compared to 52% of other respondents
- To make the majority of their journey to work by bus (Q2): 13% compared to 6% of other respondents
- To say they travel by car for school/nursery journeys because of equipment/bags children need for school (Q4a): 28% compared to 9% of other respondents
- To say that mobility/access issues, carrying heavy equipment and bags, the walking distance from home to the bus stop and walking distance to destination prevents them travelling by bus (Q6a)
- To say that not owning a bike, mobility problems and health or age prevent them travelling by bike (Q6b)
- To say that mobility and health problems or age prevent them travelling on foot (Q6c)
- To choose Option A – Tackling commuting into and through the city (16% compared to 14% of other respondents) and Option B – Easing movement around the city (26% compared to 23% of other respondents) as their first choice scenario compared (Q7)
- To choose establishing a freight depot on the outskirts of the city (74%/54% average of other respondents), investing in an additional Park & Ride site on Wetherby Road (49%/45% average of other respondents), invest in supporting local bus services (72%/68% average of other respondents) and investing in local bus service vehicles and infrastructure (57%/51% average of other respondents) as alternative options (Q8)

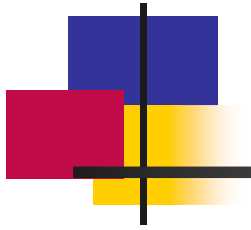


Conclusions

- Car journeys are currently a predominant feature of many York residents' journeys to work although the data suggests that some, younger and more able residents are walking where they can
- Convenience is a key factor in respondents' choice of transport – journeys to nurseries and schools are combined with travel to work, so if residents drive to work, even relatively short distances to childcare are made by a driver
- There is potential to encourage some residents to use alternative methods of transport, particularly buses where more than one in ten current non-users said nothing stops them. These 'nothing stops me' responses suggest an entrenched, unconscious perception of travel by bus, bike or on foot is a barrier to change
- The perceived safety of cycling in the city compared to other forms of transport is a key barrier to this mode of transport, arguably more so than access to a bicycle
- The data suggests that improving local bus services may increase their usage amongst residents. Cost is likely to be a key factor as this was the biggest barrier for current non-users of buses. Currently, those working outside of the YO area are not generally using buses to travel to work for the majority of their journey
- The largest proportion of respondents chose Option C – restricting congestion without charging - as their preference for tackling congestion. The option specifying charging at Q7, Option D, was more likely to be chosen by those who are least likely to be charged should this be implemented i.e. those living in or near the city centre. It is important to note that both Option A and Option B also include the potential for charging as part of their expanded description included in the survey. As we cannot, however, determine how many respondents referred to this section of the survey booklet before answering Q7 and charging is one option within A and B (as opposed to the definitive charging element of Option D) these results must be treated with caution.



Appendices



Appendix 1: Q7 ranking options – sub-postal area figures

Q7 Ranking options – further area analysis

The tables below show a further breakdown of responses by area (these are split across three slides). The percentages shown are based out of the ten York city area postcodes, so excluding all out of York city and blank postcode responses. Please note that some areas, although highlighted in the top 5, have a small base size.

Top 5

	YO1	YO1 6	YO1 7	YO1 8	YO1 9	YO10	YO10 3	YO10 4	YO10 5	YO19	YO19 4	YO19 5
	13	61	45	5	32	27	196	267	135	16	32	173
	5	3	7	1	8	2	14	25	21	4	10	18
A - tackling commuting into and through the city - an 18-20% traffic growth	38.5%	4.9%	15.6%	20.0%	25.0%	7.4%	7.1%	9.4%	15.6%	25.0%	31.3%	10.4%
	3	15	12	-	8	8	39	42	19	2	1	29
B - Easing movement around the city - a 20-21% traffic growth	23.1%	24.6%	26.7%	-	25.0%	29.6%	19.9%	15.7%	14.1%	12.5%	3.1%	16.8%
	2	13	6	1	6	14	93	88	50	9	11	75
C - Restricting congestion without charging - a 16-21% traffic growth	15.4%	21.3%	13.3%	20.0%	18.8%	51.9%	47.4%	33.0%	37.0%	56.3%	34.4%	43.4%
	3	31	20	3	11	4	50	114	45	1	10	51
D - Restricting congestion with charging - a 8-13% traffic growth	23.1%	50.8%	44.4%	60.0%	34.4%	14.8%	25.5%	42.7%	33.3%	6.3%	31.3%	29.5%

Q7 Ranking options – further area analysis

	YO19 6	YO23	YO23 1	YO23 2	YO23 3	YO23 7	YO24	YO24 1	YO24 2	YO24 3	YO24 4	YO26	YO26 4
	86	29	307	166	209	3	45	315	250	242	309	29	183
A - tackling commuting into and through the city - an 18-20% traffic growth	13	3	35	20	27	1	5	43	40	32	41	7	27
	15.1%	10.3%	11.4%	12.0%	12.9%	33.3%	11.1%	13.7%	16.0%	13.2%	13.3%	24.1%	14.8%
B - Easing movement around the city - a 20-21% traffic growth	14	6	51	31	48	-	14	67	54	59	61	12	36
	16.3%	20.7%	16.6%	18.7%	23.0%	-	31.1%	21.3%	21.6%	24.4%	19.7%	41.4%	19.7%
C - Restricting congestion without charging - a 16-21% traffic growth	37	13	99	84	88	1	15	110	106	98	112	7	63
	43.0%	44.8%	32.2%	50.6%	42.1%	33.3%	33.3%	34.9%	42.4%	40.5%	36.2%	24.1%	34.4%
D - Restricting congestion with charging - a 8-13% traffic growth	23	7	123	32	47	1	11	96	52	53	96	3	57
	26.7%	24.1%	40.1%	19.3%	22.5%	33.3%	24.4%	30.5%	20.8%	21.9%	31.1%	10.3%	31.1%

	YO26 5	YO26 6	YO26 8	YO26 9	YO30	YO30 1	YO30 2	YO30 4	YO30 5	YO30 6	YO30 7	YO31	YO31 0	YO31 1
	312	225	3	1	24	68	1	54	274	234	80	30	144	219
A - tackling commuting into and through the city - an 18-20% traffic growth	35	34	-	-	1	12	1	8	29	27	10	2	25	30
	11.2%	15.1%	-	-	4.2%	17.6%	100.0%	14.8%	10.6%	11.5%	12.5%	6.7%	17.4%	13.7%
B - Easing movement around the city - a 20-21% traffic growth	59	54	1	-	8	25	-	11	64	49	13	8	23	50
	18.9%	24.0%	33.3%	-	33.3%	36.8%	-	20.4%	23.4%	20.9%	16.3%	26.7%	16.0%	22.8%
C - Restricting congestion without charging - a 16-21% traffic growth	154	71	2	1	9	22	-	24	111	82	28	15	59	74
	49.4%	31.6%	66.7%	100.0%	37.5%	32.4%	-	44.4%	40.5%	35.0%	35.0%	50.0%	41.0%	33.8%
D - Restricting congestion with charging - a 8-13% traffic growth	65	66	-	-	6	11	-	11	71	77	29	5	37	66
	20.8%	29.3%	-	-	25.0%	16.2%	-	20.4%	25.9%	32.9%	36.3%	16.7%	25.7%	30.1%



Q7 Ranking options – further area analysis

	YO31 7	YO31 8	YO31 9	YO32	YO32 2	YO32 3	YO32 4	YO32 5	YO32 9	YO41	YO41 1	YO41 4	YO41 5
	127	136	172	37	202	260	84	182	274	4	39	13	7
A - tackling commuting into and through the city - an 18-20% traffic growth	23	15	29	5	23	26	8	26	24	-	3	3	2
	18.1%	11.0%	16.9%	13.5%	11.4%	10.0%	9.5%	14.3%	8.8%	-	7.7%	23.1%	28.6%
B - Easing movement around the city - a 20-21% traffic growth	20	20	37	7	30	58	22	25	64	1	4	-	1
	15.7%	14.7%	21.5%	18.9%	14.9%	22.3%	26.2%	13.7%	23.4%	25.0%	10.3%	-	14.3%
C - Restricting congestion without charging - a 16-21% traffic growth	43	54	66	18	101	100	25	94	121	2	22	7	4
	33.9%	39.7%	38.4%	48.6%	50.0%	38.5%	29.8%	51.6%	44.2%	50.0%	56.4%	53.8%	57.1%
D - Restricting congestion with charging - a 8-13% traffic growth	41	48	43	7	49	77	33	38	66	1	10	3	-
	32.3%	35.3%	25.0%	18.9%	24.3%	29.6%	39.3%	20.9%	24.1%	25.0%	25.6%	23.1%	-



Appendix 2: Q8 alternative options – sub-postal area figures

Q8 Alternative options – further area analysis

	YO1	YO1 6	YO1 7	YO1 8	YO1 9	YO10	YO10 3	YO10 4	YO10 5	YO19	YO19 4	YO19 5	YO19 6
	13	63	45	7	34	33	211	279	139	20	34	180	93
Give more road space to sustainable forms of transport	4	37	22	6	15	18	97	153	62	8	17	74	28
	30.8%	58.7%	48.9%	85.7%	44.1%	54.5%	46.0%	54.8%	44.6%	40.0%	50.0%	41.1%	30.1%
Invest in campaigns to encourage walking and cycling	8	27	20	4	12	14	85	103	43	5	12	47	25
	61.5%	42.9%	44.4%	57.1%	35.3%	42.4%	40.3%	36.9%	30.9%	25.0%	35.3%	26.1%	26.9%
Establish a freight depot on the outskirts of the city	11	46	31	5	27	22	135	178	93	14	22	123	55
	84.6%	73.0%	68.9%	71.4%	79.4%	66.7%	64.0%	63.8%	66.9%	70.0%	64.7%	68.3%	59.1%
Substantially improve cycle routes into the city centre	4	31	21	4	22	15	100	142	72	5	12	68	38
	30.8%	49.2%	46.7%	57.1%	64.7%	45.5%	47.4%	50.9%	51.8%	25.0%	35.3%	37.8%	40.9%
Invest in an additional Park & Ride site on Wetherby Road	9	27	27	3	15	12	89	117	61	9	18	82	49
	69.2%	42.9%	60.0%	42.9%	44.1%	36.4%	42.2%	41.9%	43.9%	45.0%	52.9%	45.6%	52.7%
Improve cycle routes from rural villages into the city centre	3	9	7	1	13	9	57	86	42	2	11	72	51
	23.1%	14.3%	15.6%	14.3%	38.2%	27.3%	27.0%	30.8%	30.2%	10.0%	32.4%	40.0%	54.8%
Invest in supporting local bus services	8	36	29	4	17	20	146	185	101	14	23	130	67
	61.5%	57.1%	64.4%	57.1%	50.0%	60.6%	69.2%	66.3%	72.7%	70.0%	67.6%	72.2%	72.0%
Invest in local bus service vehicles and infrastructure	4	39	29	3	18	17	107	138	74	9	14	107	47
	30.8%	61.9%	64.4%	42.9%	52.9%	51.5%	50.7%	49.5%	53.2%	45.0%	41.2%	59.4%	50.5%
Improve the northern and western outer ring road junctions	6	29	20	1	18	16	118	127	80	13	16	116	52
	46.2%	46.0%	44.4%	14.3%	52.9%	48.5%	55.9%	45.5%	57.6%	65.0%	47.1%	64.4%	55.9%
Invest in rail transport links to York	5	24	15	3	9	11	62	100	39	11	12	52	24
	38.5%	38.1%	33.3%	42.9%	26.5%	33.3%	29.4%	35.8%	28.1%	55.0%	35.3%	28.9%	25.8%

Q8 Alternative options – further area analysis

	YO23	YO23 1	YO23 2	YO23 3	YO23 7	YO24	YO24 1	YO24 2	YO24 3	YO24 4	YO26	YO26 4	YO26 5	YO26 6
	32	331	179	227	3	62	332	280	262	327	33	193	332	246
Give more road space to sustainable forms of transport	8	171	60	75	2	20	142	103	92	137	7	71	109	91
	25.0%	51.7%	33.5%	33.0%	66.7%	32.3%	42.8%	36.8%	35.1%	41.9%	21.2%	36.8%	32.8%	37.0%
Invest in campaigns to encourage walking and cycling	10	145	45	64	1	20	135	117	99	146	14	81	116	74
	31.3%	43.8%	25.1%	28.2%	33.3%	32.3%	40.7%	41.8%	37.8%	44.6%	42.4%	42.0%	34.9%	30.1%
Establish a freight depot on the outskirts of the city	18	199	118	144	1	42	217	197	178	213	24	136	229	159
	56.3%	60.1%	65.9%	63.4%	33.3%	67.7%	65.4%	70.4%	67.9%	65.1%	72.7%	70.5%	69.0%	64.6%
Substantially improve cycle routes into the city centre	7	175	57	78	1	17	147	94	93	137	7	80	120	74
	21.9%	52.9%	31.8%	34.4%	33.3%	27.4%	44.3%	33.6%	35.5%	41.9%	21.2%	41.5%	36.1%	30.1%
Invest in an additional Park & Ride site on Wetherby Road	16	144	86	113	-	32	181	157	131	154	13	83	167	82
	50.0%	43.5%	48.0%	49.8%	-	51.6%	54.5%	56.1%	50.0%	47.1%	39.4%	43.0%	50.3%	33.3%
Improve cycle routes from rural villages into the city centre	5	99	61	84	3	12	83	43	54	76	4	55	53	68
	15.6%	29.9%	34.1%	37.0%	100.0%	19.4%	25.0%	15.4%	20.6%	23.2%	12.1%	28.5%	16.0%	27.6%
Invest in supporting local bus services	19	197	124	165	3	41	220	206	200	207	22	134	239	190
	59.4%	59.5%	69.3%	72.7%	100.0%	66.1%	66.3%	73.6%	76.3%	63.3%	66.7%	69.4%	72.0%	77.2%
Invest in local bus service vehicles and infrastructure	19	142	100	131	1	25	181	153	139	157	14	83	174	132
	59.4%	42.9%	55.9%	57.7%	33.3%	40.3%	54.5%	54.6%	53.1%	48.0%	42.4%	43.0%	52.4%	53.7%
Improve the northern and western outer ring road junctions	21	155	123	152	1	38	181	181	179	193	23	127	235	181
	65.6%	46.8%	68.7%	67.0%	33.3%	61.3%	54.5%	64.6%	68.3%	59.0%	69.7%	65.8%	70.8%	73.6%
Invest in rail transport links to York	14	123	56	79	2	17	104	64	68	112	9	65	103	96
	43.8%	37.2%	31.3%	34.8%	66.7%	27.4%	31.3%	22.9%	26.0%	34.3%	27.3%	33.7%	31.0%	39.0%

Q8 Alternative options – further area analysis

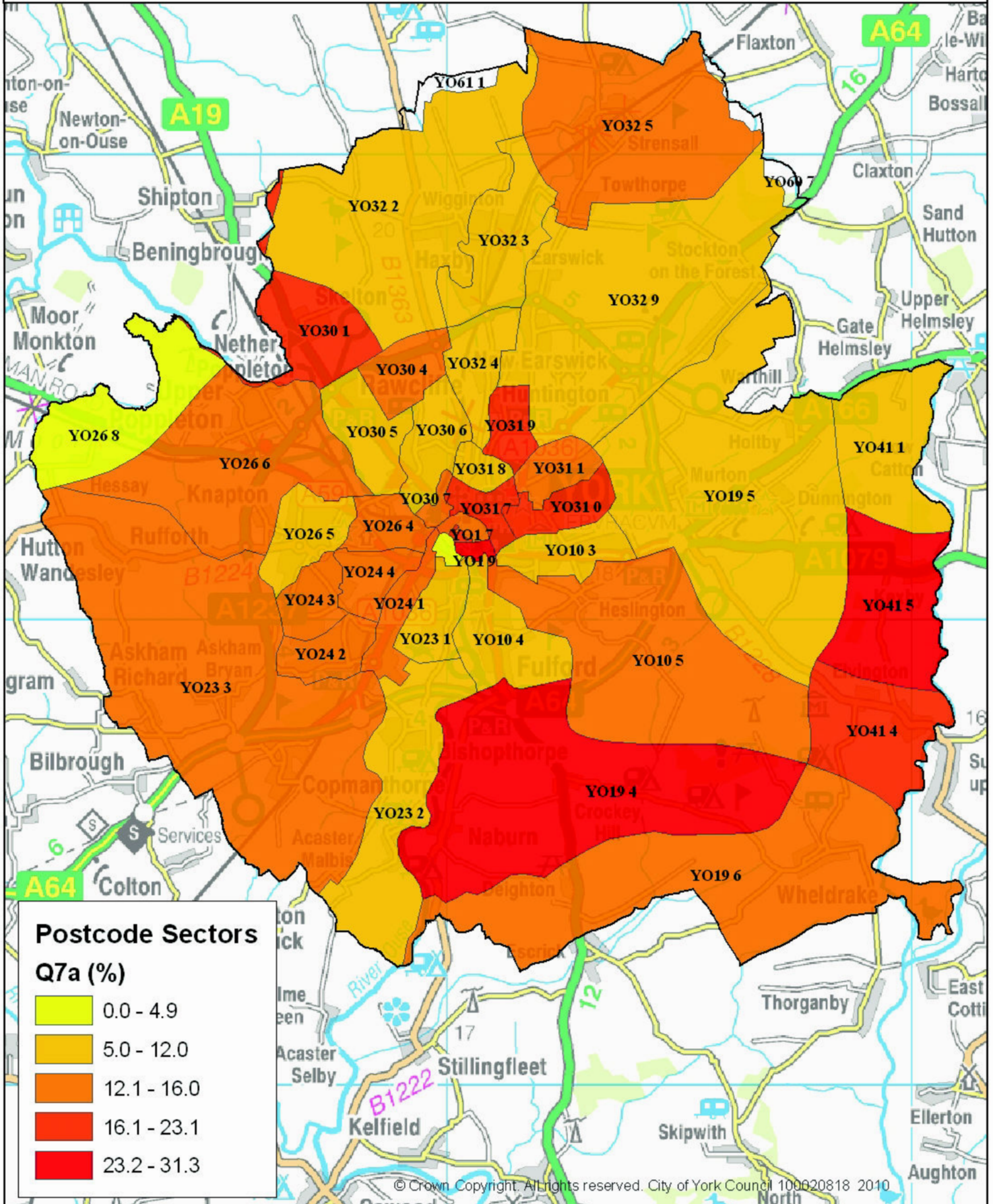
	YO26 8	YO26 9	YO30	YO30 1	YO30 2	YO30 4	YO30 5	YO30 6	YO30 7	YO31	YO31 0	YO31 1	YO31 7
	4	1	30	74	2	56	290	248	84	42	156	233	134
Give more road space to sustainable forms of transport	1	-	7	18	-	25	109	103	42	11	66	102	70
	25.0%	-	23.3%	24.3%	-	44.6%	37.6%	41.5%	50.0%	26.2%	42.3%	43.8%	52.2%
Invest in campaigns to encourage walking and cycling	1	-	17	20	1	22	104	96	37	14	58	99	58
	25.0%	-	56.7%	27.0%	50.0%	39.3%	35.9%	38.7%	44.0%	33.3%	37.2%	42.5%	43.3%
Establish a freight depot on the outskirts of the city	2	-	17	44	2	32	192	174	51	30	110	151	91
	50.0%	-	56.7%	59.5%	100.0%	57.1%	66.2%	70.2%	60.7%	71.4%	70.5%	64.8%	67.9%
Substantially improve cycle routes into the city centre	-	1	3	21	-	22	97	88	31	10	73	119	57
	-	100.0%	10.0%	28.4%	-	39.3%	33.4%	35.5%	36.9%	23.8%	46.8%	51.1%	42.5%
Invest in an additional Park & Ride site on Wetherby Road	1	-	14	51	1	23	146	121	42	20	51	92	52
	25.0%	-	46.7%	68.9%	50.0%	41.1%	50.3%	48.8%	50.0%	47.6%	32.7%	39.5%	38.8%
Improve cycle routes from rural villages into the city centre	2	1	4	25	1	12	59	55	18	5	41	60	36
	50.0%	100.0%	13.3%	33.8%	50.0%	21.4%	20.3%	22.2%	21.4%	11.9%	26.3%	25.8%	26.9%
Invest in supporting local bus services	4	1	22	58	1	38	200	165	53	27	115	163	85
	100.0%	100.0%	73.3%	78.4%	50.0%	67.9%	69.0%	66.5%	63.1%	64.3%	73.7%	70.0%	63.4%
Invest in local bus service vehicles and infrastructure	3	-	13	38	1	32	161	128	41	22	77	112	69
	75.0%	-	43.3%	51.4%	50.0%	57.1%	55.5%	51.6%	48.8%	52.4%	49.4%	48.1%	51.5%
Improve the northern and western outer ring road junctions	4	1	17	51	2	41	203	160	50	26	88	126	73
	100.0%	100.0%	56.7%	68.9%	100.0%	73.2%	70.0%	64.5%	59.5%	61.9%	56.4%	54.1%	54.5%
Invest in rail transport links to York	1	1	13	24	1	22	89	80	35	21	54	71	47
	25.0%	100.0%	43.3%	32.4%	50.0%	39.3%	30.7%	32.3%	41.7%	50.0%	34.6%	30.5%	35.1%

Q8 Alternative options – further area analysis

	YO31 8	YO31 9	YO32	YO32 2	YO32 3	YO32 4	YO32 5	YO32 9	YO41	YO41 1	YO41 4	YO41 5
	140	181	44	217	269	91	191	291	4	40	13	8
Give more road space to sustainable forms of transport	74	77	13	91	108	49	56	120	2	14	2	1
	52.9%	42.5%	29.5%	41.9%	40.1%	53.8%	29.3%	41.2%	50.0%	35.0%	15.4%	12.5%
Invest in campaigns to encourage walking and cycling	62	74	16	77	84	32	57	109	1	8	3	-
	44.3%	40.9%	36.4%	35.5%	31.2%	35.2%	29.8%	37.5%	25.0%	20.0%	23.1%	-
Establish a freight depot on the outskirts of the city	90	124	32	135	175	53	124	195	2	19	9	7
	64.3%	68.5%	72.7%	62.2%	65.1%	58.2%	64.9%	67.0%	50.0%	47.5%	69.2%	87.5%
Substantially improve cycle routes into the city centre	61	86	10	91	83	39	58	104	2	19	4	4
	43.6%	47.5%	22.7%	41.9%	30.9%	42.9%	30.4%	35.7%	50.0%	47.5%	30.8%	50.0%
Invest in an additional Park & Ride site on Wetherby Road	59	74	16	80	116	36	79	127	1	9	7	3
	42.1%	40.9%	36.4%	36.9%	43.1%	39.6%	41.4%	43.6%	25.0%	22.5%	53.8%	37.5%
Improve cycle routes from rural villages into the city centre	35	42	8	88	82	27	77	69	3	32	6	6
	25.0%	23.2%	18.2%	40.6%	30.5%	29.7%	40.3%	23.7%	75.0%	80.0%	46.2%	75.0%
Invest in supporting local bus services	94	123	29	139	192	63	138	199	3	26	12	5
	67.1%	68.0%	65.9%	64.1%	71.4%	69.2%	72.3%	68.4%	75.0%	65.0%	92.3%	62.5%
Invest in local bus service vehicles and infrastructure	75	95	23	100	157	54	100	151	1	24	7	4
	53.6%	52.5%	52.3%	46.1%	58.4%	59.3%	52.4%	51.9%	25.0%	60.0%	53.8%	50.0%
Improve the northern and western outer ring road junctions	77	112	30	155	192	56	129	205	2	20	7	4
	55.0%	61.9%	68.2%	71.4%	71.4%	61.5%	67.5%	70.4%	50.0%	50.0%	53.8%	50.0%
Invest in rail transport links to York	55	54	16	75	91	25	78	84	-	8	7	3
	39.3%	29.8%	36.4%	34.6%	33.8%	27.5%	40.8%	28.9%	-	20.0%	53.8%	37.5%

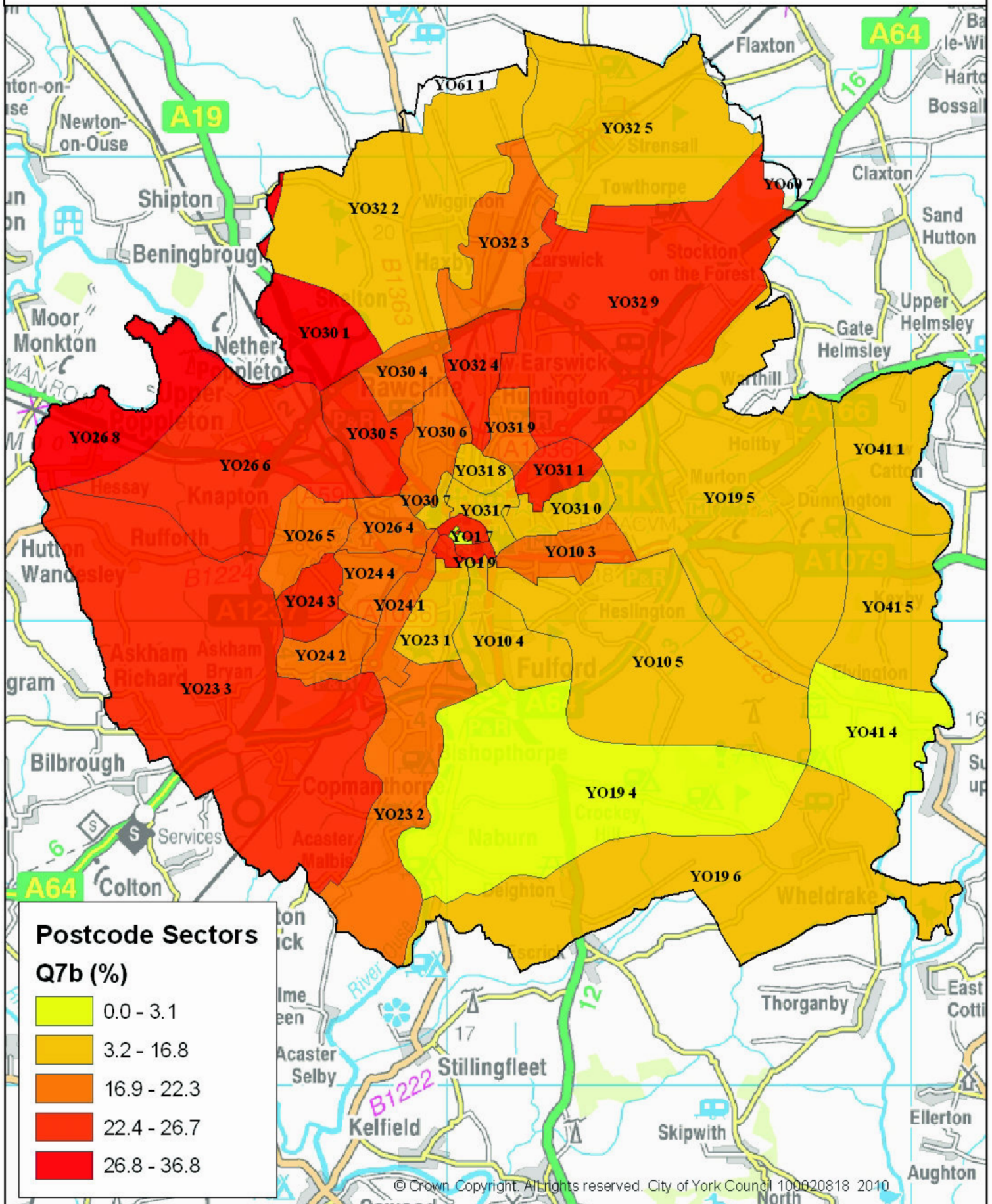
Q7: What is your preference for the council to tackle congestion?

Option A: Tackling commuting into and through the city - an 18-20% traffic growth

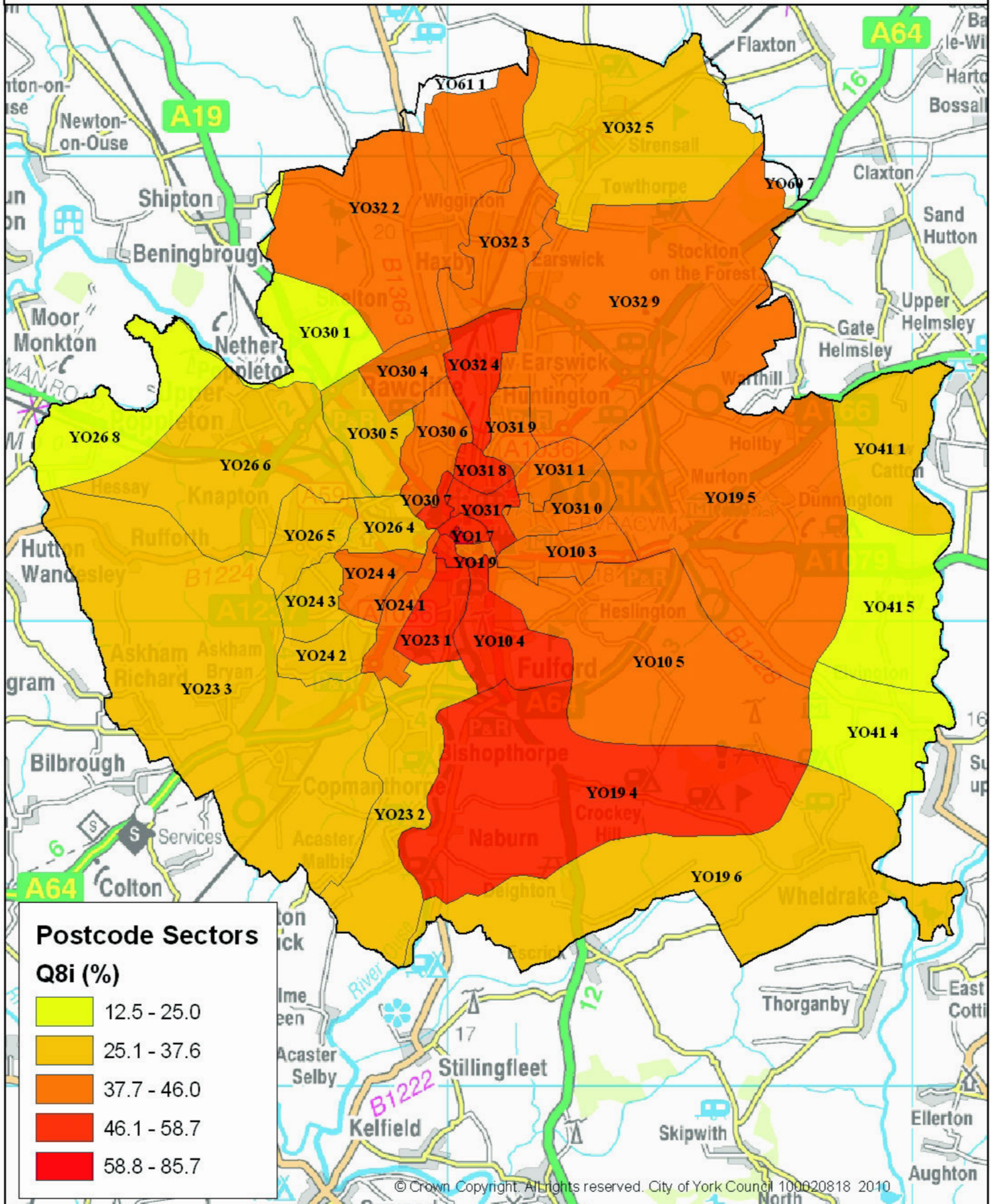


Q7: What is your choice of preference for the council to tackle congestion?

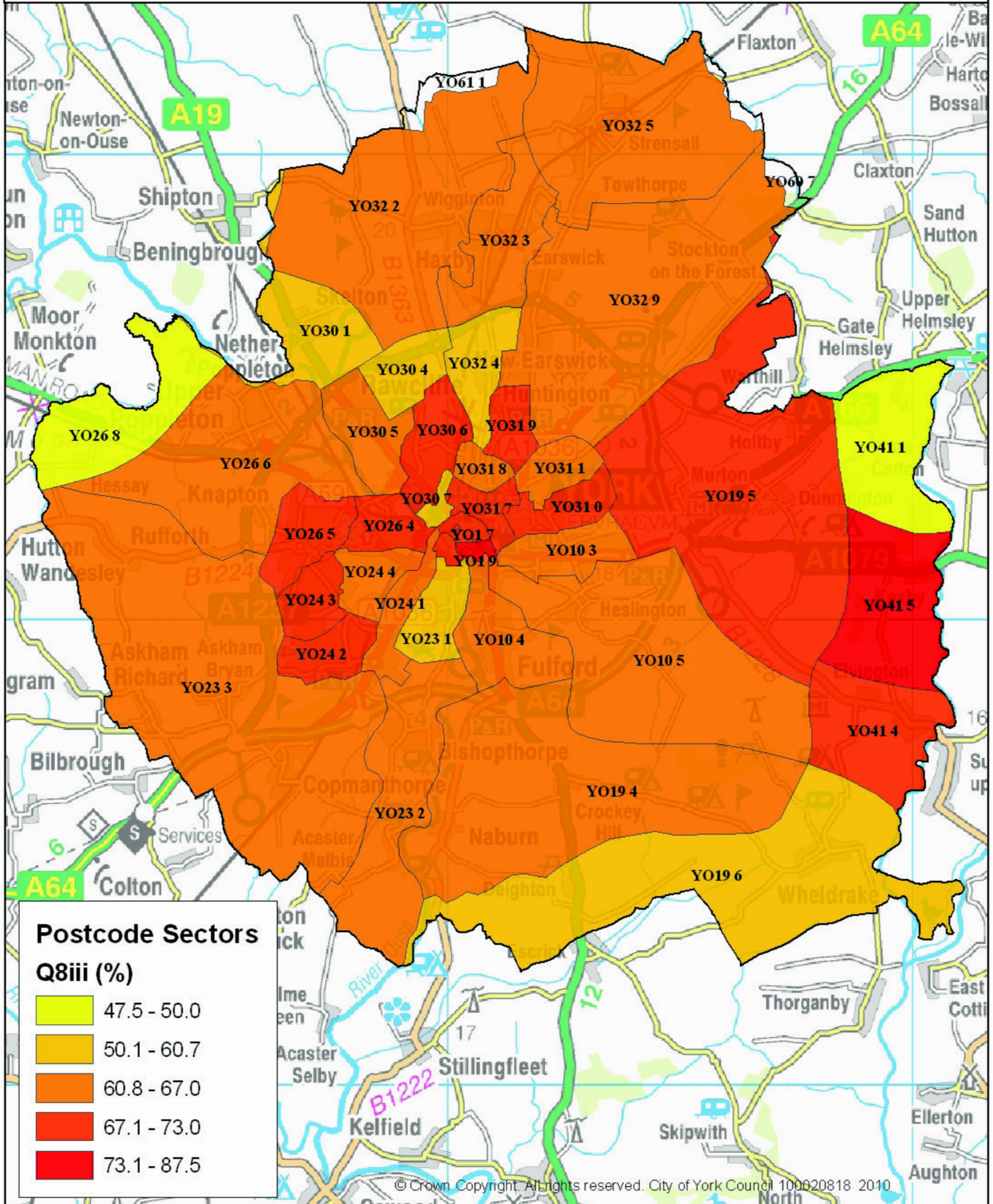
Option B: Easing movement around the city
- a 20-21% traffic growth



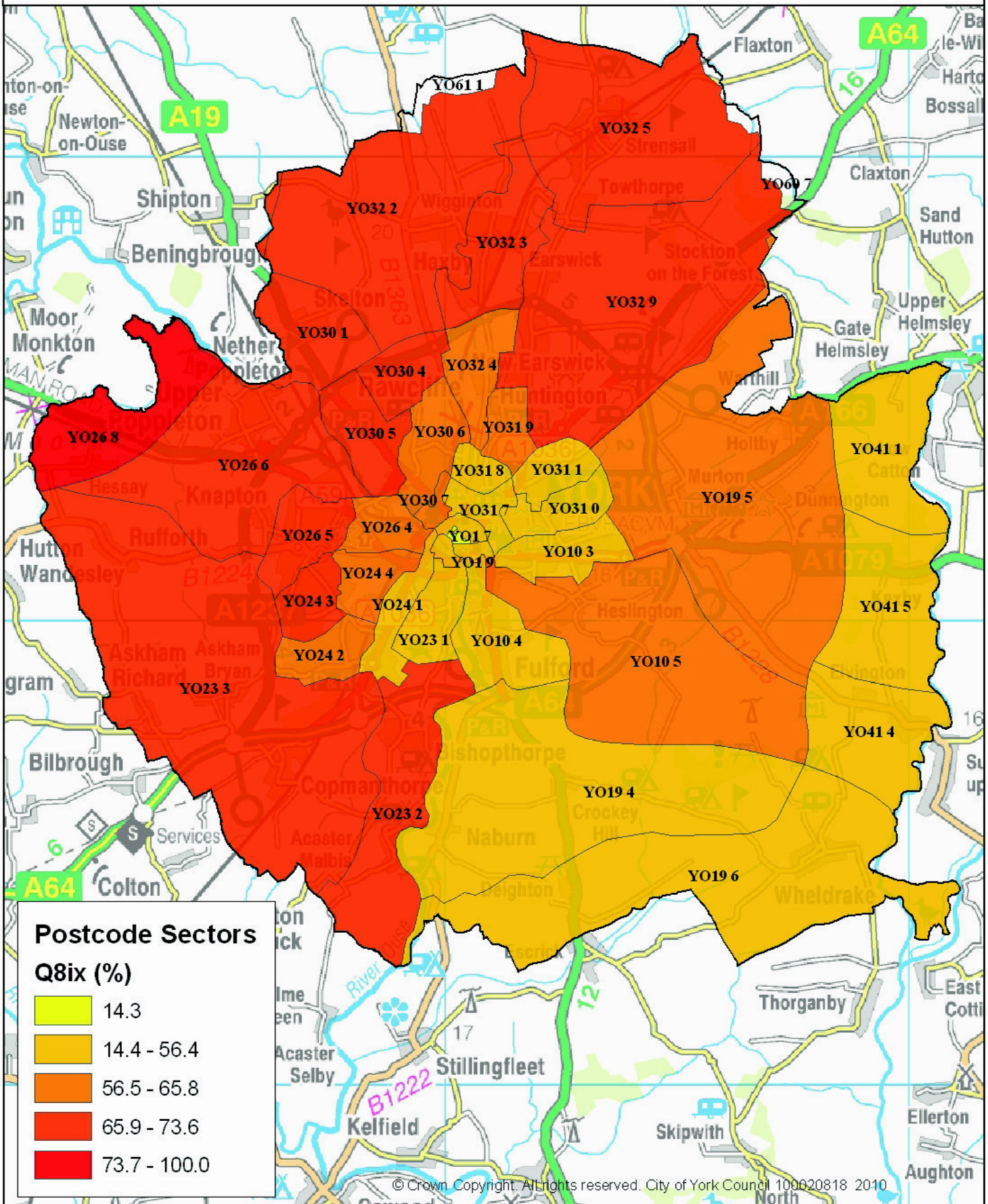
Q8: Give more road space to sustainable forms of transport such as cycles and buses



Q8: Establish a freight depot on the outskirts of the city to transfer goods into local delivery vehicles to reduce the size and number of vehicles coming in to the city centre

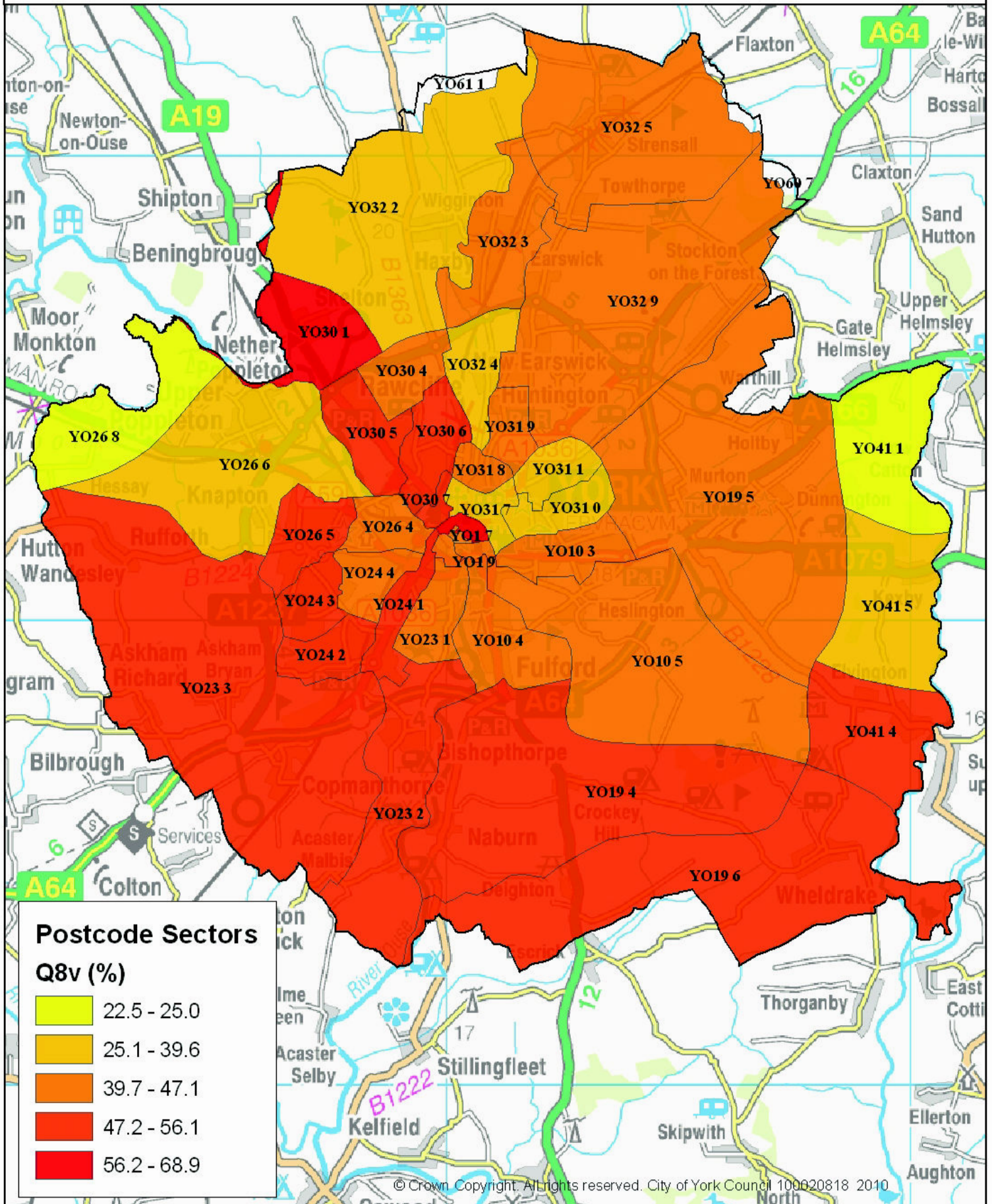


Q8: Improve the northern and western outer ring road junctions to encourage its use for cross-city journeys

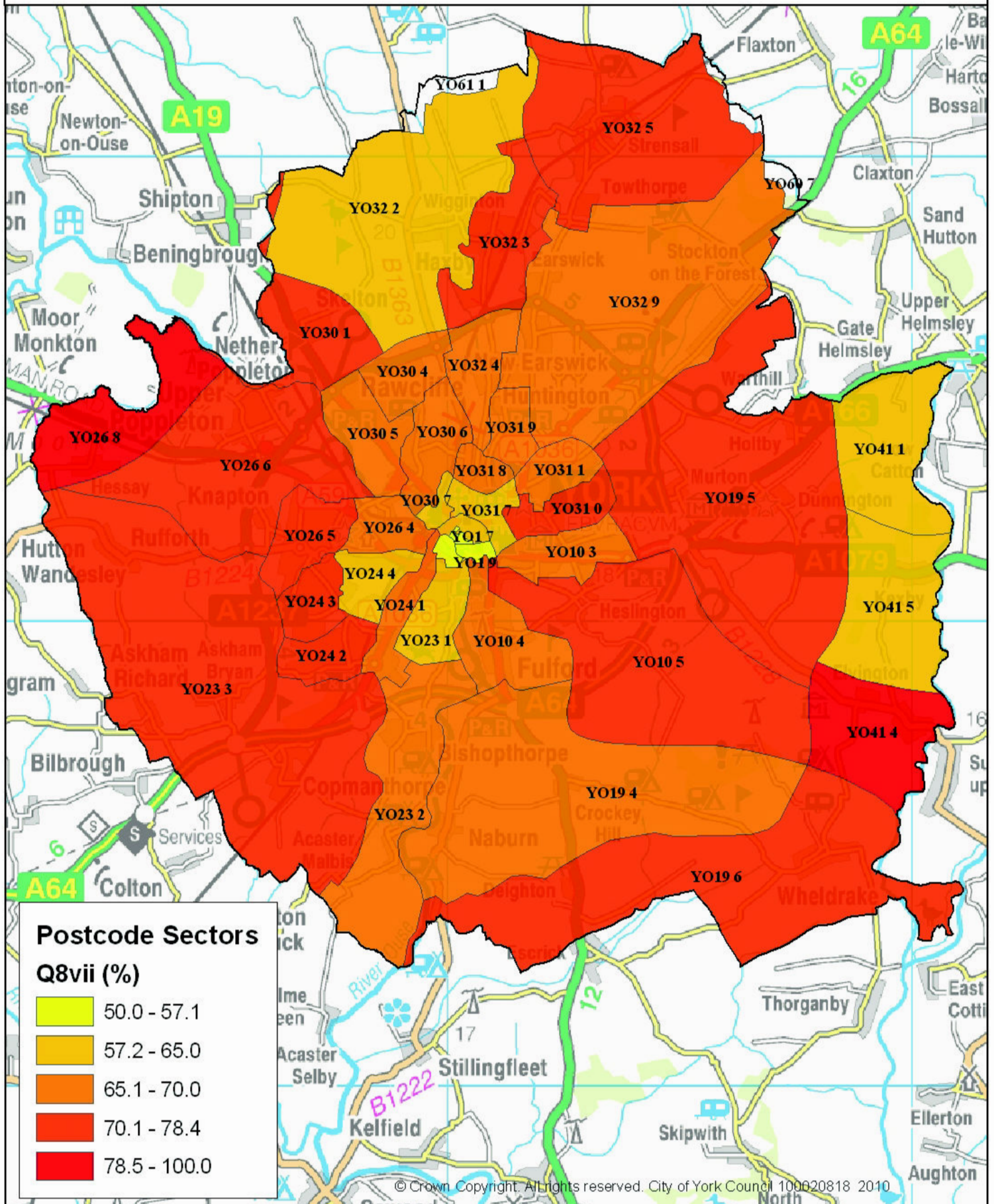


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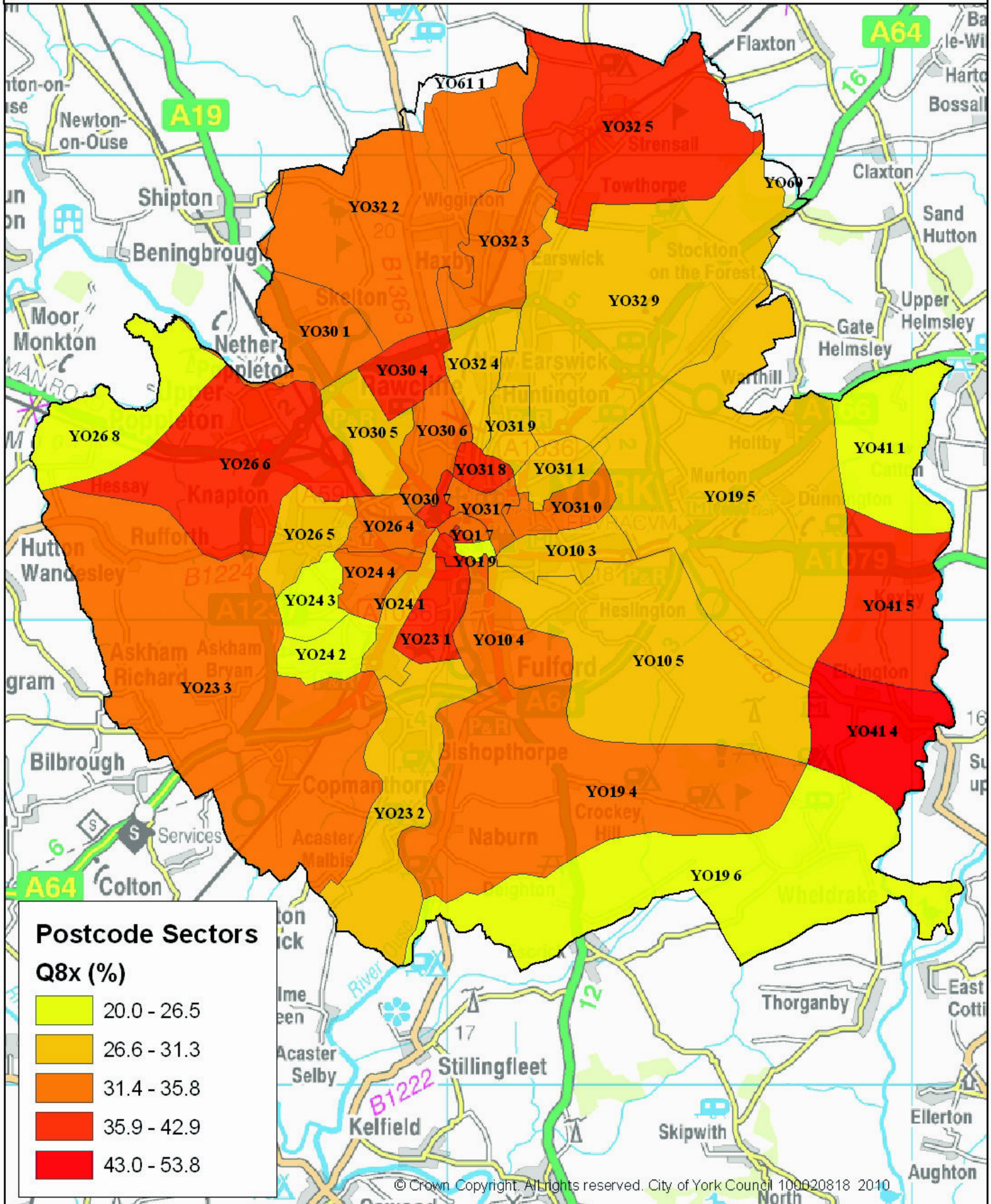
Q8: Invest in an additional Park & Ride site on Wetherby Road (this assumes that the A59 and Wigginton Road sites are opened)



Q8: Invest in supporting local bus services, to improve their availability, quality and frequency for travel around the city



Q8: Invest in rail port links to York including new technologies (this does not include the cost of tram-trains which would exceed £50 million on its own)



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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 so different lorries can go into the city centre to unload them? Does this make sense? If not why has the scrutiny committee 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 through my letterbox, but was very disappointed 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 initially, 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 choosing 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 XXXXXXXXXXX

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

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

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.

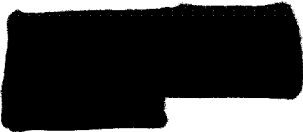
9, I don't think that this type of "tick list" surveys obtain results which really reflect fully the informed opinion of the public to give sufficient details to provide an indication of what they need and expect, in matters of this kind. I know that it is a quick and fairly easy way of obtaining such 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,



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.

Corr. 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 be 6 figures: Start with the A1237, 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

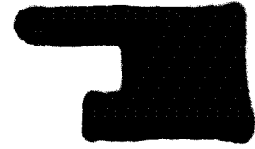
- 1) - Implement in companies a cyclist allowance / reward for people cycling to work.
- Potential discount between companies and cycle shops for employees purchasing a bike for work
- 2) Train service from:-
 - a) Beverley, Pocklington
 - b) Haxby
 to York centre.
- 3) Compulsory Walk-in schemes to 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.

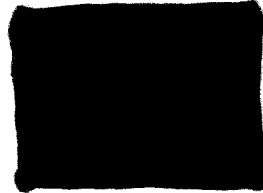
COYC chooses to select 'green' forms of transport to disguise the actual fact that it will receive a massive income from congestion charging, a stealth tax for the residents of York.

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



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.

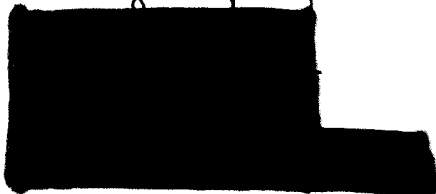
Proper Cycle Lanes

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]



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

16th. March, 2010

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:

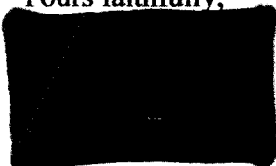
- 1) On street parking is a major contribution to congestion in the city. A large increase in the number of cars parked on streets has increased congestion in the roads leading in, from the city centre, to Osbaldwick. I am sure if this is an issue around Osbaldwick it will also be an issue elsewhere 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

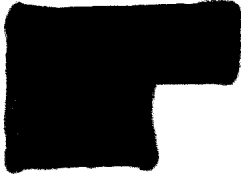
knowing what is coming the other way. (This includes a box van frequently parked right on the bend). Also cars are parked opposite the Beeswing pub, where vehicles turning left off the Hull Road are blind to any one overtaking these cars. What is worse the majority of people down Millfield Lane have 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 covers the signature area. A thin horizontal line extends from the right side of the redaction.

York Secretary Com notice 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 DISSENT NATIONAL PARK STOPPED CARS - VISITORS CAN ONLY TRAVEL EACH ^{WEEK} ^{SUN} ^{WEEK}

POWERS } STOPPED CARS entering peak times of year
CROWDING }

MANUS EAS RESIDENTS CANNOT PARK ASIDE THEIR PROPERTIES IN OLD PARTS

STONEGATE IS PEDESTRIANISED - PUBLIC FURORA

CONY ST } FOLLOWS
PARLIAMENT ST }

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 BOSTHAMFORD - FURORA

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

SUCCESSION OF SEVERE LOAD INCIDENTS

CHOOSE SECTIONS OF ROADS

THROUGHOUT EACH YEAR

Park n Ride - Ecclestone Facility - But the park and ride buses and subsequent passengers

passengers who have chosen to support by parking & riding
ARE STUCK IN CAR AFTER CAR AFTER CAR WITH ONLY THE DRIVERS
in long queues that stretch from Chesham to Marlett & the Lac 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 commuters/visitors

AND ensure each bus stop around periphery of residential starting with ones
who only have 1/2 hourly service can tell when next bus due
as finding one is missing removed.

I sincerely wish you well with your respective endeavours



[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 taxies. 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]

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 households 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

XXXXXXX

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,

XXXXXXXXXX

“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,

Author XXXXXXXXX

“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.

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