

Traffic Congestion Ad-hoc Scrutiny Review – Interim Report

Background to Scrutiny Review

1. This topic was originally registered by Cllr Tracey Simpson-Laing in April 2005 in an effort to access the draft of the second Local Transport Plan (LTP2) prior to its submission. It was envisaged that the scrutiny process would ensure that LTP2 met the aspirations of the Planning & Transport Panel and allow time for the Executive Member to be questioned on issues of concern. A decision was taken to defer the topic and LTP2 was subsequently submitted.
2. In November 2006 Scrutiny Management Committee (SMC) reconsidered the topic registration together with a draft remit suggested by Cllr Simpson-Laing. After due consideration, SMC agreed a timeframe of six months for the review, and the following amended remit was agreed:
3. **Aim**

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. Alternative environmentally viable and financially practical methods of transport
- iv. CO₂ Emissions
- v. Journey times and reliability of public transport
- vi. Economic Performance
- vii. Quality of Life
- viii. Road Safety

Background to Congestion Issues

4. Officers gave a number of briefings to the Committee of the congestion issues faced in York. For practical purposes, congestion was defined as 'where traffic flow exceeds 85% of the road / junction capacity'. This value was adopted as below that level things operated smoothly but above that level flow became unpredictable causing disruption leading to reduced or no free flow.
5. To understand the serious growth and spread of congestion on the principal road network in York, the Committee were presented with information on the modelling work undertaken by Halcrow in 2005. This work was produced using a new traffic model (replacing the various Saturn models that had been used since 1988) and looked at the peak traffic flow (weekday mornings 7am – 9am). It compared the traffic levels for 2005, against the projected 2011 LTP2 based do minimum, the 2021 do minimum & the 2021 do something – See Annex A.
6. The future projections took into account both the additional traffic from anticipated employment and residential development such as York Northwest, University Campus 3, Germany Beck, Derwenthorpe, and Hungate etc and the LTP2 congestion tackling measures i.e. outer ring road junction improvements, Park & Ride expansion, and network management improvements for bus and cycle routes.

Consultation

7. This review has been progressed in consultation with the Assistant Director of City Development & Transport, the Environmental Protection Manager and other key officers in City Strategy. Representatives of the local bus service providers and the Chair of the Quality Bus Partnership have also been consulted in relation to Objective (v) - Journey times and reliability of public transport.

Accessibility to services, employment, education and health

Information Gathered

8. The issue of providing 24/7 public transport provisions is a very large and wide-ranging subject. The majority of the bus services in York are run on a commercial basis by the bus operators. In order to provide a service to the community, CYC subsidises routes and evening and weekend services to infill demand where a commercial service is not viable. The extent of the subsidy and number of routes is detailed in Annex B. However, funding for this has to compete against many other functions that the council carries out and is budget led. Although bus routes are scheduled to be reviewed every five years it may be beneficial to do this on a more regular basis in order to react to changes in the location of services etc.
9. The Road Transport Bill gives Local Authorities some additional powers to insist that bus operators provide a better service, following twenty years of bus deregulation which has caused difficulties. Currently the subsidised services

that City of York Council let, gives the opportunity to specify standards but a Bus Quality Contract could force further positive changes.

10. Competition might also be a useful tool to drive up standards. Other bus companies could be encouraged to tender for contracts but there are recognised positives and negatives to having more than one provider. For example, one provider can offer a ticket providing travel throughout the city over a fixed time period. If some routes are provided by a different bus company, more than one ticket would have to be purchased resulting in travel costs being higher. Alternatively, if there is only one provider, they will have a monopoly allowing them to set travel costs at a higher rate.
11. The second Local Transport Plan (LTP2) highlights the key issues around improving accessibility for all:
 - The 2001 census showed approximately 12% of the economically inactive population (aged 16 to 74) in York are permanently sick/disabled. It is imperative that the transport environment improves accessibility to jobs for these groups.
 - The property price boom over the past decade and the recent low levels of family housing construction in York has made it increasingly difficult to live near to places of employment. The need to relocate to more peripheral locations has necessitated longer journeys to work, which are often less suited to non-car options.
 - Journeys, particularly outside the main urban area, are becoming increasingly more difficult to serve by public transport due to the varied nature of journeys serving a wider number of origins and destinations, along with reduced opportunities to satisfy needs locally.
 - Expansion of the night time economy will increase the demand for trips that often cannot be satisfied economically by public transport
 - More than one in four York households does not own a car. This has a significant impact on their ability to access education, training and employment opportunities in some areas.
 - The main accessibility barriers to people with learning disabilities are poor transport information and harassment on public transport.
 - Further education and new job starters find travel costs hard to meet
 - Improvements in information would improve confidence in using public transport (or walking and cycling).
12. Consultation with York residents on LTP2 found that improving access to services for all was the second most important priority after reducing congestion.
13. A 'Citywide Accessibility Strategy for York' has already been developed as part of LTP2, in partnership with land-use planners, healthcare providers, education bodies, Jobcentre Plus, retail outlets, transport operators and community groups. The first stage of this strategy was to carry out a strategic audit, in order to identify local needs and objectives. Action plans containing a range of solutions and available options were then developed for the following key areas:

- **Access to York Hospital** – mapping identified the time taken to travel by public transport to the hospital from different areas of the city;
 - **Transport information** – mapping identified that improved real-time information together with better publicity of the bus route network would improve public confidence. Also improved signage would encourage the use of walk / cycle networks;
 - **Access to out-of-town centres** – mapping identified a demand for responsive transport. A contribution from developers and the introduction of orbital / cross city bus services was required;
 - **Rural accessibility problems** - mapping identified a demand for responsive transport and an improved public right of way network. It also recognised the need to support cross boundary services; and
 - **Access to education** - mapping identified the time taken to travel by public transport to secondary schools across the city.
14. Members received a presentation on the role Accessibility Mapping plays in analysing alternative public transport scenarios and how the 'Accession' system works. However, it was identified that this work had stopped due to other priorities and loss of specialist staff leading to progress being well behind.

Issues Arising

15. Having considered the information provided, Members have identified additional factors which could further affect a modal shift in travel. These include:
- Extending the Park & Ride service to improves access to York Hospital outside of peak hours
 - Identifying under used bus services
 - Increasing the number of buses in use during 'school run' times to reduce gaps in service
 - Improved interchange points in the city centre
 - Improved safety measures for taxis e.g. CCTV in cars
 - Sustainable Tourism – a tourist tax with monies collected being used in total to deal with accessibility issues
 - Access to primary school education
 - Publicising good practices by employers across the city i.e. Green Travel Plans
 - Ensure the implementation of the Council's own Green Travel Plan
16. It will also be necessary to consider local measures in priority areas:
- A more regular review of the bus network to take into account new business locations and new housing
 - Re-location of bus stops - Quality Bus Partnership currently reviewing city centre bus stops
 - Identifying bottlenecks
 - Regulation and enforcement of delivery vehicles
 - Additional bus lanes on key roads into the city

17. In order to investigate ways of making a positive change in the public's attitude to public transport and to look at the additional factors identified above, more mapping work would be required than that originally planned for LTP2. If this additional mapping work is to be carried out, it will have an impact on resources in City Strategy.

Air Quality, in particular looking at the five hotspots identified in the LTP2

Information Gathered

18. Nationally 24,000 people die prematurely each year due to health issues related to air pollution. Air quality is linked to global warming and climate change, and the Environment Act 1995 requires all Local Authorities to review and assess air quality and to declare 'Air Quality Management Areas' where health based objectives are not being met. Local air quality is assessed in relation to the levels of NO_x and PM₁₀ emissions.
19. There are five technical breach areas in York's Air Quality Management Area (AQMA), where levels of nitrogen dioxide caused mainly by vehicle exhaust emissions exceed the annual objective. These are:
 - Fishergate
 - Gillygate
 - Lawrence Street
 - Holgate Road
 - Nunnery Lane
20. As improved air quality is one of the four key aims of LTP2, it includes measures to address air quality issues. If these are implemented as planned within the AQMA, the annual average nitrogen dioxide objective will be met in most locations by 2011, although there will still be some exceedances in the technical breach areas. It should be noted that the predicted reductions are due mainly to cleaner vehicle technology and not LTP2, and any increase in vehicle numbers may eventually negate this reduction.
21. Outside of York's AQMA, current concentrations in Fulford Main Street give rise to serious concerns. As there are significant levels of further development planned for this area, it is recognised that a further AQMA may need to be declared if there is no improvement.

Issues Arising

22. Emissions from vehicles are the main factor affecting air quality and the number, type and age of vehicles on York roads are directly relevant to the levels of pollutants recorded. It is recognised that much more needs to be done to achieve the objective at all locations across the City, and the minimum aim should be to achieve a continuous improvement across the AQMA. Planning decisions must also continue to reflect the need to improve air quality and prevent the creation of other relevant locations.

23. Threats to air quality include:
- Current and future car parking policies
 - On going large scale development e.g. York Northwest
 - Proposed changes to CYC staff travel incentives
 - Workplace parking in private sector
 - Secondary effects of climate change policies e.g. switch from petrol to diesel
 - Changes to local bus fleet
 - Lack of funding
24. City of York Council needs to lead by example by adopting clear policies for dealing with air quality and planning issues, and to address these threats, we need to continue and improve modelling and monitoring of both traffic and air quality to ensure our policies are effective and based on scientific evidence.

Alternative environmentally viable and financially practical methods of transport

Information Gathered

25. There is ample evidence to support the view that the volume of vehicles using our highways is now damaging the local environment enjoyed by local residents, both through their presence and the noise they generate. Therefore, the core aspects for any 'environmentally friendly transport' are that it has a minimal polluting impact, it is quiet and it is only used when and where absolutely necessary.
26. York has a high level of short commuting trips (56% of commuting trips by York residents were less than 5km in 2001). This suggests that walking and cycling could be important in providing an alternative mode of transport for commuters and therefore particularly effective at helping to reduce congestion at peak times. At present 13-15% of York's commuters travel by cycle and ?% by foot. With the right policies and facilities there is significant potential for increasing these levels with the added benefit of improved health.
27. LTP2 has a range of initiatives targeted at increasing the share of cycling and walking in York. However, it needs to be recognised that these modes do not suit everyone or all journeys. The young, the elderly and those with young children are target groups that through their special circumstances it would not be reasonable to anticipate high levels of use. Equally it must be recognised that the modern lifestyle and the layout of the city are constraints that will continue to result in a demand for vehicle-based travel.
28. To a degree these vehicle trips can be accommodated by public transport, be it by multi passenger type vehicles or taxis/private hire. These 'shared' vehicles can be of an environmentally friendly type and thus provide transport at a reduced cost to the environment. However, it is clear that given the option,

individuals will generally opt for the use of their own private transport in preference to the use of shared transport.

29. As a target within LTP2, all new developments over 0.4Ha are to contribute either financially or physically to pedestrian, cycle or public transport networks (an approximate target of 75% has provisionally been set). In order to affect a more positive change the size of development to which this applies could be lowered.
30. There are a number of soft measures presently in place to encourage alternatives to car travel in York:
 - Bus information services to residents via libraries, council outlets, EYMS call centre, internet and 'Cityspace' columns etc
 - New arrangements for issuing concessionary passes
 - Promotion and re-launch of Yozone scheme
 - Cycle Map, cycle promotion events and cycle training
 - Promotion of car-sharing web site and Whizz-go car-club
 - Information and maps on the internet
 - Participation in national sustainable travel campaigns & events
 - Employer travel plans (inc CYC)
 - School travel plans including workshops for teachers and parents, presentations at assemblies and a travel exhibition
 - Walk to school weeks
 - Sponsored high visibility tabards and slap-wraps (Ware & Kay)
 - School safety banner competition
 - School travel plan writing kit
 - Long-term Curriculum linked walking and cycling initiative(s) for all schools
 - Schools debating contest in Guildhall
 - Promotion of Cycling in Schools

Issues Arising

31. Although much has been done in York in the past to encourage cycling, this approach has now faltered and the increase in cycling's share of the travel market has remained largely static for a few years. Equally walking has been encouraged but also seems to have reached a point where additional trips are not being made.
32. A previously completed scrutiny review of cycling provision identified many gaps in the current cycling network across the city and a number of tricky junctions. Many of these gaps remain and although the cycling strategy includes measures to address some of these the cycling strategy would benefit from being reinvigorated.
33. It was noted that no general promotion or campaigns for cycling and walking had been undertaken in York for at least five years and that the budget had since been given up as a saving. However, evidence from the Government's Sustainable Cities Initiative and Cycling England's Cycling Demonstration

Towns, show that 'Smart Travel' planning and focussed promotion of walking and cycling can increase these modes.

34. The key to reducing the environmental footprint of transport thus lies in having a properly balanced Transport Strategy that provides a combination of transport options that are genuinely environmentally friendly, significantly support the use of non vehicle based travel, involve active promotion of the benefits of the mode providing individualised 'Smart Travel' advice to residents, and actively reduce the use of private transport. This latter could be achieved by a simple reduction in the need to travel or by preventing use through regulation or fiscal means.

CO₂ Emissions

Information Gathered

35. CO₂ has an adverse impact upon the global environment as the principal greenhouse gas. The Government have identified that a reduction of between 60-80% in greenhouse gas emissions are required by 2050, with early action needed to move towards this and to avoid unacceptable climate change.
36. The transport sector (including aviation) accounts for above a quarter of the total carbon emissions in the UK, and of this, road transport accounts for 85%.
37. Heavy goods vehicles (HGVs) and buses between them account for some 42% of the carbon emitted by the transport sector, this despite the fact that there are some 26 million passenger cars but less than a total of 1 million HGVs and buses. There is thus a clear link between transport and the production of CO₂ but an even clearer link between the polluting impact of HGVs and buses.
38. Whether or not buses are a form of environmentally friendly transport depends largely on the numbers using the bus and how many car journeys have been displaced, thus reducing the amount of road space used by transport. The key to solving the adverse impact of buses is the use of green transport fuels e.g.
 - Bio-diesel - a clean burning completely bio-fuel, from an entirely renewable energy source. This is already available in the U.K, but as yet is being used in combination with mineral diesel. If a diesel compound is 5% bio-diesel, this increases the fuel economy of the vehicle by 12%, whilst increasing engine life by 40%. Some studies have however shown that bio-diesel (or bio-diesel blends) can give rise to greater emissions of NO_x than conventional mineral diesel having a secondary consequence to food crops which in turn puts up food prices and increasing deforestation.
 - Liquefied Petroleum Gas (LPG) - produced from natural gas (usually methane) fields. Not a 'renewable' fuel, as eventually the gas fields will run dry. Many vehicle manufacturers have already produced cars that run on LPG and conversions of existing conventional engines are widely available. LPG vehicles have been shown to reduce greenhouse gas emissions by 10% and to give rise to less NO_x and PM₁₀ emissions than

conventional fossil fuels. Problems with the reliability and efficiency of LPG vehicles (particularly conversions), a reduction in the emission differential between LPG powered vehicles and petrol driven vehicles, and the ceasing of grant assisted conversion programmes across the UK, has seen enthusiasm for LPG wane in recent years.

- Fuel Cell Vehicles - Electro-chemical devices that turn hydrogen to water or steam. Electricity is produced in this process, and it is this electricity that provides fuel for the vehicle. The only emission therefore, is water, making this potentially a green fuel. However, the cell needs a supply of the two component gases and the production of Hydrogen involves the consumption of energy and hence, depending upon how it is obtained the overall process may not be as environmentally friendly as would first appear. Fuel cells are nevertheless said to be the most promising development in environmentally friendly transport fuel. This solution is only likely to be available in the long term.
- Stored Electricity - Whilst not strictly a 'fuel' this is a source of energy and in a suitable vehicle it can be used to provide the motive power to electric motors. The method of storage, however, is inefficient, heavy and has a limited life. Dependant upon the type of battery disposal of exhausted batteries can pose some significant issues and in environmental terms there is a cost to be paid in reclaiming the materials used, some of which are exceptionally toxic.
- Compressed Air – Again, not strictly a 'fuel' but is a means of storing energy produced by whatever means so that it can be used in a mobile situation. How environmentally friendly this might be will depend upon the energy source used to compress the air at the point of delivery. (ie the garage forecourt). Invariably this is likely to be from an electrical source and thus whilst the compressed air driven vehicle will produce no pollutants with respect to the local environment, on a global view how that electricity is produced will determine just how 'green' the overall impact is.

Issues Arising

39. Members recognised that there was limited scope at local level for moving towards alternative fuel technology as this was predominately a matter for national Government and the motor vehicle industry. Members did however recognise the following broad approach to reducing transport based CO₂ emissions:
 - Reduce need to travel
 - Undertake maximum number of journeys by environmentally friendly modes
 - Maximise the uptake of car sharing
 - In short term switch to lower carbon emission fuels and maximise engine efficiency
 - In medium term switch to non-carbon based fuels
 - Improve driving standards / training, to drive fuel efficiently
 - Reduce congestion and engine idling

40. As other actions are often in individual hands, the role of wider education and promotion campaigns coupled to 'Smart Travel' initiatives are key. However the Committee recognise that there is no budget or staff currently available to do this.

Journey times and reliability of public transport

Information Gathered

41. The reliability of any bus service is measured by its ability to keep to its published timetable. It is immaterial to users what that time table actually is. They will tolerate a degree of late running but early running is, the same as the vehicle never arriving.
42. Public transport is subject to the same congestion as other vehicles, with the exception of where there are bus lanes or signed priority. It is a fact that the degree of congestion within the city and on the core highway network, varies day to day and road to road. The variation is caused by a combination of factors amongst which are:
- Road works
 - Holidays (public & school)
 - Time of year
 - Weather
 - Dwell time (ie length of time a bus is stationary at a stop, this being a function of the number of passengers getting on (or off) the bus at that stop)
 - Access delays (ie the lost time in a journey which occurs because a bus has to physically stop at a bus stop and then regain its place in a stream of traffic.)
43. Dwell times are a factor that are unique to public transport and can be influenced to a degree through the design of the vehicles, the payment method and the clarity of information about payment contained on the stop. These delays can be allowed for in constructing the timetable and thus should have no significant influence upon bus reliability.
44. Access delays are also a factor unique to public transport and are capable of influence through decisions taken about the number and frequency of stops. The council is also able to assist by the use of bus boarders that effectively prevent the bus losing its place in the traffic flow when stopping to pick up passengers. Clearly this comes at the cost of additional delays to non-public transport vehicles so in effect merely transfers the access delay from one vehicle to many.
45. Representatives of the local bus service providers and the Chair of the Quality Bus Partnership attended a meeting of this committee to consider and discuss the issues surrounding journey times and reliability, and to consider the findings from a week long survey of a cross-section of York bus and Park & Ride services.

Issues Arising

46. The results of the survey highlighted a number of issues:
- The comparison between timetabled arrival times and actual arrival times at surveyed stops both on and off peak showed significant variation between the two. On some services the variation was as much as 4 minutes early and 4 minutes late on a timetabled 10 minute frequency.
 - The survey did not find any service that consistently met its published timetable throughout the day or even a substantial part of it.
 - Only 66% of the buses running on 'Punctuality Improvement Partnership' (PIP) routes are 'Bus Location Information Sub System' (BLISS) enabled, therefore the customers perception is that the information provided is unreliable. This is either to do with drivers not turning the equipment on or with vehicles not having the equipment installed, despite previous agreements with some operators.
 - The cost of installing the BLISS system on one bus route was in the region of £10,000
 - Unforeseen difficulties affecting journey times e.g. delivery vehicles in the town centre etc – it was recognised that the relocation of large delivery vehicles to transshipment centres could create problems elsewhere
 - Problems with buses not adhering to the speed limit in an effort to stick to the timetable
 - Variations in peak traffic flows during school holidays - it was confirmed that flow was between 8-10% lower and that this made a significant difference to reliability.
 - The relative cheapness of the Park and Ride fares relative to local bus services – it was noted that this created a perverse incentive for local residents to drive to a Park and Ride site.
 - The number of buses in operation that were still not Disability Discrimination Act (DDA) compliant
 - The legal status of bus timetables - it was confirmed that the Commissioner would expect 95% of services to be on time, and if the timetable was not consistently met he could impose sanctions.
 - The need to make clear to the public any changes to services i.e. Rawcliffe Bar Park and Ride where additional stops had now been added which resulted in a bus service rather than a high frequency express service
47. Members were informed that six years previously, Steer Davies Gleave Consultants examined the reliability of bus services in York and their final report highlighted reasons leading to unreliability which included dwell time, ticketing, congestion of the road network and money in the capital programme. Unfortunately, as acknowledged by the chair of the Quality Bus Partnership, the issues relating to bus service unreliability are still very much the same today.
48. This not helped by the fact that not all bus stops have timetables or shelters, and where the journey is serviced by more than one Bus Company, passengers have to purchase more than one ticket to cross the city.

Other Issues Affecting Congestion

49. There are a number of impediments to traffic flow that officers have identified which are not directly covered by the objectives of this review i.e.:

- Utility & Roadworks on the Highway
From April 2008 the Traffic Management Act will require us to notify the co-ordination team of small scale works on the highway such as reactive maintenance. This should aid the management of the network and minimise the disruption.
- Accidents on the Highway
The Police have a major influence upon the management of road traffic accidents as they take the responsibility for the scene. Whilst we have reasonable levels of communication with the Police there is room for improvement in co-ordinating the joint response.
- Junctions
Where a junction has been improved as much as is practically possible, the only way of reducing congestion further rests on finding ways of either encouraging, or forcing, less traffic to use the roads linked to the junction.
- Signals / Crossings
This committee recognised a number of sites where the type of crossing in situ was not necessarily the ideal type for the location. The adaptation or upgrading of some of the older signals to puffin signals would be ideal but costly dependant on the age and type of the crossing already in place.
- On Street Parking
There are approximately 267km of waiting restrictions on our existing highways that are regularly patrolled for enforcement by the Council's Parking Services. As inconsiderate and illegal parking is a major source of interruption to the flow of traffic on the Network, more enforcement is required particularly outside schools and within their local vicinity, and At other hotspots where there are frequent delays e.g. on bus routes.
- Public Events
Any additions to the current use of Intelligent Transport Systems that alter traffic signal timings and advise traffic of congested areas would be of benefit to the city utilised on major routes into the city to better manage traffic.
- School Terms
School related travel can account for up to 20% of traffic during school term times. In fact, one out of every four cars on the road in the morning rush hour in York is on the school run. Work is ongoing in schools to minimise the impact of the "school run" by encouraging alternative modes of transport such as walking and cycling, and work is also in progress to ensure each school has its own travel plan.

- Travel Plans
All developments over a certain size had to have a green travel plan but as circumstances change the travel plan do not necessarily change with them. There are well established companies and businesses in the City that do not have a green travel plan and this could possibly be having an effect on traffic congestion within the City; maybe more so than the school run. The Council could do more to encourage the development of, and use of travel plans in the private sector by leading by example.
 - Inner City Goods Deliveries
The restricted hours for delivery i.e. outside Pedestrian hours leads to a concentrated number of delivery vehicles clogging up the city centre streets. This in turn has a negative affect on pedestrians in the form of a greater potential for accidents and poor air quality from stationary traffic. There is also an issue with parking on main arterial roads during peak traffic times.
50. The use of technologies and the impact they could have on traffic management, more bus priority signals, and improved reliability of public transport could all be factors that could have a possible impact on traffic flow.
51. Other ways of optimising the network have also been identified i.e. access control, road pricing, network management, extension of Park & Ride, and improvements to the outer ring road. It is intended to look at these in more detail as part of this ongoing review.
52. Of these, officers expressed their view that the most significant in terms of potential effect were 'Demand Management' and 'Smart Travel' planning and promotion. With this in mind, the Committee recognised the need to understand the different forms of Demand Management with their positives and negatives e.g. their relative effectiveness and the costs involved.

Outstanding Objectives

53. This committee has yet to consider the three remaining objectives listed below:
- vi. Economic Performance
 - vii. Quality of Life
 - viii. Road Safety
54. In order to ensure full consideration is given to the remaining objectives and broad strategic options available to the City, this committee will require an extension to the agreed timeframe set by Scrutiny Management Committee for this review, as shown in the following draft timetable:
- | | |
|------------------|---|
| 18 February 2008 | Presentation on road pricing by Paul Wadsworth of Capita Symonds Road User Pricing Consultancy |
| | Local stakeholders and interested parties to be invited to attend i.e. representatives from Chamber |

of Commerce, Quality Bus Partnership, York Taxi Federation, Yorkshire Forward, Inward Investment Board, Nestlé, Joseph Rowntree Trust, York CVS etc

- 27 February 2008 Consideration of a briefing paper on the broad strategic options available to York, to cover:
- Outer ring road
 - Continuation of LTP approach
 - Network Management
 - Modal Shift / soft measures
 - Demand Management e.g. further controls on car parking, road pricing etc
 - Impact of development on the City
- Local stakeholders and interested parties to be invited to attend, as above
- 10 March 2008 Presentation by social researcher from University on the effects of traffic congestion on York residents in relation to objectives (vi) Economic Performance & (vii) Quality of Life
- Local stakeholders and interested parties to be invited to attend, as above
- 17 April 2008 (TBC) Consideration of final objective – (viii) Road Safety
- Police Road Safety representative to be invited to attend
- 1 May 2008 (TBC) To agree contents of residents survey
- July 2008 Consideration of Final Report
- September 2008 Final Report presented to SMC

55. This committee would also like to consult with residents on the broad strategic options available to the city (over and above those which are addressed in LTP2), in order that their views can inform the possible recommendations arising from this review, and be included in the final report to be considered by SMC. This committee has looked at a number of ways of doing this and the costs involved, and believe that in order to ensure that the views of a diverse cross section of York residents are gained, the best way forward would be to insert a survey into the 'Your Ward' publication. In order to do this work, the committee will require additional funding over and above that which is available for this review. Annex C details the costs involved for producing and circulating a survey, and compiling and analysing the results.

56. In regard to the objectives considered to date, a summary of the findings, identified solutions, possible impact and draft recommendations are set out in Annex D.

Options

58. Having regard to the aims and objectives of this topic remit and having considered the information provided in this report and Annexes, Members may wish to either:
- a) Agree an extension to the timeframe of this review up to the end of July 2008, in line with the timetable shown in paragraph 54 of this report or;
 - b) Set an alternative extension to the timeframe for the review or;
 - c) Refuse an extension to the timeframe for the review
59. Members may also agree to extend the scrutiny budget available for this review to cover the costs involved with gathering the views of residents on the broad strategic options available to the city in order to inform the recommendations arising from this review.

Implications

60. Financial – If a decision is taken to proceed with the survey of residents on the recommendations arising from this review, additional funding will be required from the scrutiny budget over and above that which is already allocated to each individual review.
61. HR – Any extension to the timeframe for this review will require additional officer resources to support the review.

There are no equalities, legal or other implications.

Corporate Priorities

62. The implementation of the recommendations arising from this review will support the delivery of the following corporate priorities
- 'Reduce the environmental impact of council activities and encourage, empower and promote others to do the same'
 - 'Increase the use of public and other environmentally friendly modes of transport'.

Recommendation

63. In light of the above options, Members are asked to:
- i) Note all of the information provided in this report and the associated annexes
 - ii) Extend the timeframe for this review in line with the timetable in paragraph 54

- iii) Agree an increase in budget for this scrutiny review in order that the survey of residents detailed in paragraph 55 can take place.

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Wards Affected:

All

For further information please contact the author of the report

Annexes:

Annex A – Maps showing congestion levels in 2005, 2011 & 2021

Annex B – CYC Subsidy of Bus Services

Annex C – Breakdown of costings for resident's survey

Annex D - Table of Findings, Solutions, Impacts & Draft Recommendations