



# Traffic Congestion In York

In York, decisions are taken by a small group of councillors known as Executive Members (similar to the Cabinet in central government),

Councillors who are not members of the Executive act as watchdogs by examining Executive decisions, and the policies and performance of the Council. They can make recommendations to the Executive where they think things could be improved for residents. This function is called 'Overview and Scrutiny'.

For a number of years the issue of increased traffic congestion in York has been recognised, given that its medieval road network was not designed for 21st century traffic flows. Preserving its historical setting while minimising the environmental impact of traffic congestion is therefore a major challenge for the city.

To look at ways of reducing present and possible levels of traffic congestion in the future, a cross-party 'Traffic Congestion Ad-hoc Scrutiny Committee' was formed, made up of the following Councillors:

**Councillor D Merrett (Chair)**

**Councillor K Orrell**

**Councillor B Hudson**

**Councillor R Pierce**

**Councillor T Holvey**

**Councillor T Simpson-Laing**

**Councillor J Morley**

Throughout the review, the Committee have received expert advice from the following co-opted non-statutory members:

**Mr M Smith** - Emeritus Professor in the Department of Mathematics at the University of York & participant in a DTI research program designed to assist in the development of future Intelligent Transportation Systems

**Mr M Page** - Lecturer at the Institute for Transport Studies, University of Leeds

The Scrutiny Committee was charged with looking at City of York Council's current transport policies and their impact on managing anticipated traffic growth, and to understand the views of York residents about this subject. As this Committee nears the end of its review, it will agree a number of recommendations to be made to the Executive based on their findings and residents' views. With that in mind, they have produced the following survey in order to understand what York's residents think about congestion levels in the city and the difficult and critical choices to be made to tackle it, and to gain York residents and businesses positive co-operation. They have come up with four scenarios for reducing congestion that this leaflet lists on the next pages, which they would like your views on.

The Committee greatly value your thoughts, so please complete the survey and return using the freepost address by **XXXX**. Your views will be taken into account and discussed by the Committee in **X**. The results from the survey will be published in **X**.

The Committee has identified four scenarios for tackling congestion in York.

**A Tackling commuting into and through the city** – aims to reduce the number of journeys through the city centre by actions such as:

- Improving the outer ring road to encourage commuters travelling by car for cross-city journeys in preference to going via the city centre, and remodelling existing routes into the city to improve them for cyclists and public transport users.
- Investing in marketing campaigns to encourage people to use public transport, walk and cycle
- Investing in public transport, including Park & Ride to improve its availability, quality, frequency and reliability
- Investing in rail transport services of all types including new technologies such as tram-trains
- Charging for workplace parking (this cost could either be absorbed by the employer or charged to the employee). The revenue would be reinvested to improve the transport network and reduce congestion.
- Road user charging (charging for travel on certain roads / zones in the city) The revenue generated would be reinvested to improve the transport network and reduce congestion.
- Establish a freight consolidation centre on the outskirts of the city to reduce the size and number of delivery vehicles coming in to the city centre.

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| <p><b>Outcome:</b> Predicted to achieve an 8-10% reduction in congestion by 2021, but it does little to encourage people to switch to more sustainable forms of transport for shorter journeys.</p> |
|---|

**B Easing movement around the city** – aims to encourage people not to bring their cars into the city through improving public transport using the sorts of methods below:

- Investing in marketing campaigns to encourage people to use public transport, walk and cycle
- Improving cycle routes in the city
- Investing in public transport, including Park & Ride to improve its availability, quality, frequency and reliability
- Giving more road space to sustainable forms of transport (e.g. cycles and/or buses)
- Charging for workplace parking (this cost could either be absorbed by the employer or charged to the employee). The revenue would be reinvested to improve the transport network and reduce congestion.
- Road user charging (charging for travel on certain roads / zones in the city). The revenue generated would be reinvested to improve the transport network and reduce congestion.

**Outcome:** Predicted to achieve 7-8% reduction in congestion by 2021 by promoting the use more sustainable forms of transport for shorter journeys. But, it does little to tackle long distance commuting into the city.

**C Reducing congestion without charging** – aims to cut city centre traffic without introducing new charges for motorists:

- Investing in marketing campaigns to encourage people to use public transport, walk and cycle
- Improving cycle routes in the city
- Investing in public transport, including Park & Ride to improve its availability, quality, frequency and reliability
- Investing in rail transport services of all types including new technologies such as tram-trains)
- Giving more road space to sustainable forms of transport (cycles and/or buses)

**Outcome:** Predicted to achieve 7-12% reduction in congestion by 2021 by encouraging walking, cycling and travelling by bus for journeys less than five miles and investing in rail services for longer distance commuting. This scenario is largely dependent on securing considerable government funding to put it into place.

**D Reducing congestion with charging** – aims to radically cut city centre traffic through improving options for avoiding the city centre, charging for workplace parking and driving in certain zones of the city:

- Improving the outer ring road to encourage commuters travelling by car for cross-city journeys in preference to going via the city centre, and remodelling existing routes into the city to improve them for cyclists and public transport users.
- Investing in marketing campaigns to encourage people to use public transport, walk and cycle
- Improving cycle routes in the city
- Investing in public transport, including Park & Ride to improve its availability, quality, frequency and reliability Investing in rail transport services of all types including new technologies such as tram-trains
- Giving more road space to sustainable forms of transport (e.g. cycles and/or buses)
- Charging for workplace parking (this cost could either be absorbed by the employer or charged to the employee). The revenue would be reinvested to the transport network and reduce congestion.
- Road user charging (charging for travel on certain roads / zones in the city). The revenue generated would be reinvested to improve the transport network and reduce congestion.
- Establish a freight consolidation centre on the outskirts of the city to reduce the size and number of delivery vehicles coming in to the city centre.

**Outcome:** Predicted to achieve 15-20% reduction in congestion by 2021 through improving roads, cycle routes, bus lanes and rail transport services along with introducing new charges, such as workplace parking and road user charging. This is less dependent on securing government funding to put the actions in to place.



**This information can be provided in your own language.**


我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

 (01904) 551550

For the following questions please tick the appropriate box(es) unless instructed otherwise

- Q1 How do you commute in or across York (by car/rail/bus/on foot)...?  
 Into York city centre (within 5 miles of your home)  Continue  
 Into York city centre (more than 5 miles from your home)  Continue  
 Across York (within 5 miles of your home)  Continue  
 Across York (more than 5 miles from your home)  Continue  
 No – Don't work / commute  Go to Q3
- Q2 Is the majority of your commute..?  
 By car  By train  By bus  By Park & Ride (drive to Park & Ride)  By Park & Ride (get to Park & Ride by other means)  On foot
- Q3 Do you currently use the following modes of transport to travel in and around York (for any type of journey)? Please tick all that apply  
 Car  Train  Bus  Park & Ride (drive to Park & Ride)  Park & Ride (get to Park & Ride by other means)  On foot
- Q4 What barriers (if any) do you face for travelling by bus?  
 None  Need to change buses on journey   
 Cost  Walking distance from home to bus stop   
 Frequency of service  Walking distance to destination   
 Journey time  Mobility / access issues   
 Reliability  Other \_\_\_\_\_
- Q5 What barriers (if any) do you face for travelling by bicycle?  
 None  No changing facilities at work   
 Don't own a bicycle  Too far to cycle   
 Not familiar with cycle routes  Weather   
 No off-road routes near home  Mobility prevents me   
 No secure cycle parking at work  Health problems / age prevents me   
 Do not feel it is safe to cycle  Other \_\_\_\_\_
- Q6 What barriers (if any) do you face for travelling on foot?  
 None  Weather   
 Unsafe road crossings on route  Mobility prevents me   
 Takes too long to walk  Health problems / age prevents me   
 Too far to walk  Other \_\_\_\_\_

### Tackling congestion

- Q7 Please indicate how strongly you agree or disagree with the following measures (score 0 to 10, 0 indicating strongly disagree and 10 indicating strongly agree )

- Improving the outer ring road
- Investing in marketing campaigns to encourage people to use public transport, walk and cycle
- Improving cycle routes in the city
- Investing in public transport, including Park & Ride
- Investing in rail transport services of all types including tram-trains
- Giving more road space to sustainable forms of transport (cycles and/or buses)
- Workplace parking charges – the revenue generated will be used to improve the transport network and reduce congestion.
- Road user charging – area / zone charging to discourage through-city travel by cars. The revenue generated would be reinvested to improve the transport network and reduce congestion.
- Establishing a freight consolidation centre on the outskirts of the city to reduce the size and number of delivery vehicles coming in to the city centre.

Q8 From the four combined measures, how would you prefer us to tackle congestion?  
Please rank from 1 to 4, with 1 being your first choice, 2 your second choice and so on.

Please rank  
from 1 to 4

- A** Tackling commuting into and through the city – an 8-10% reduction in congestion
- B** Easing movement around the city – a 7-8% reduction in congestion
- C** Reducing congestion without charging – a 7-12% reduction in congestion
- D** Reducing congestion with charging – a 15-20% reduction in congestion

Q9 Please explain the reasons for your first choice?

Fold along this line second

Fold along this line first

RESEARCH AGENCY ADDRESS  
FREEPOST XXXX  
XXXXX

**Information about you**

We would be grateful if you would complete the following questions. This helps us to see whether people from different backgrounds hold different views.

Q10 Are you disabled? (A disabled person is someone with a physical or sensory impairment, long term medical condition, learning difficulty or mental health problem)

Yes

No

Q11 Are you aged..?

Under 18 years

18-34 years

35-54 years

Over 55 years

Q12 What is your postcode? Please write in first section and first letter of second section  
eg YO24 4

YO\_ \_ \_

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