
Traffic Congestion Ad-hoc Scrutiny Review

17 July 2007

Interim Report

Background

1. In coming to a decision to review this topic, the Scrutiny Management Team recognised certain key objectives and the following remit was agreed:

2. **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:

- Accessibility to services, employment, education and health
 - Air Quality, in particular looking at the five hotspots identified in the LTP2
 - Alternative environmentally viable and financially practical methods of transport
 - CO² Emissions
 - Journey times and reliability of public transport
 - Economic Performance
 - Quality of Life
 - Road Safety
3. Earlier in the review, Members looked at the first objective listed above – ‘Accessibility to services, employment, education and health’. and were informed that due to limited staffing resources the mapping work required as part of LTP2 was yet to be completed. Members recognised the importance of this work and requested a clear prioritised programme of works for carrying out this work, plus a costing for carrying out the additional mapping work identified in the interim report of 23 April 2007. This programme is attached at Annex A.
 4. Members had also requested evidence of the soft measures presently in place to encourage alternatives to car travel in York and this information is attached at Annex B.

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

Information Gathered

5. At the meeting on 19 June 2007, the Assistant Director of City Development & Transport gave a presentation on where congestion is at it's worst in York, the expected effects of the measures to be implemented as part of the second Local Transport Plan (LTP2) and a fifteen year view.
6. Members also received a presentation on the Management of Air Quality in York, from the Environmental Protection Manager which :
 - highlighted the five Air Quality Management Areas (AQMAs) in York identified in 2002
 - detailed the actions taken to date as part of the two Air Quality Action Plans (AQAP1 & AQAP2), published in 2004 and 2006 respectively
 - identified the methods used to record levels of pollutants in the air and identified their sources
 - detailed the current position both inside and outside of the AQMAs
 - listed the successes and ongoing threats to be addressed in the future

Issues Arising

7. As emissions from vehicles are the main factor affecting air quality it was recognised that the number, types and age of vehicles on York roads was relevant to the levels of pollutants recorded. Members requested details on the vehicle fleet in use in York - see Annex C.

Alternative environmentally viable and financially practical methods of transport & CO² Emissions

Information Gathered

8. In order for Members to consider the 'alternative environmentally viable and financially practical methods of transport' and the effects of 'CO² Emissions', the Head of Network Management has provided a paper (see Annex D) which:
 - seeks to put the term 'environmentally friendly' into context
 - indicates potential responses that may have a measurable impact in respect of the environment
 - provides facts on carbon emissions
 - identifies alternative green transport fuels

Issues Arising

9. The Head of Network Management will be in attendance at the meeting to discuss any issues arising.

Journey times and reliability of public transport

10. At a previous meeting of this ad-hoc scrutiny committee, Members agreed to invite representatives of the local bus service providers to this meeting to discuss 'Journey times and reliability of public transport'. As a result, John Carr (Chair of the Quality Bus Partnership) together with the following representatives from the bus companies are expected to attend:

Jonathon Stewart	- First
Colin Newbury & Paul Adcock	- Arriva
Peter Dew	- Toplevel Travel & Veolia
Geoff Lomax	- Coastliner
Bob Rackley	- East Yorkshire Motor Services

Information Gathered

11. In order to provide a context for the discussion, the Head of Network Management has provided a paper giving City of York Council's view on journey times and reliability which highlights the issues reported by York residents – see Annex E.

Issues Arising

12. The Head of Network Management will be in attendance at the meeting to discuss any issues arising.

Options

13. Having regard to the aims and objectives of this topic remit and having considered the information provided, Members may wish to request further information and agree a workplan for progressing this scrutiny review.

Corporate Objectives

14. It is recognised that any recommendations made as a result of this scrutiny review could contribute to Corporate Priority no 2 – To increase the use of public and other environmentally friendly modes of transport.

Implications

15. There are no known Financial, HR, Equalities, Legal, Crime and Disorder, IT or other implications associated with this report.

Recommendations

Members are asked to note all of the information provided and:

- agree a workplan for future meetings of this ad-hoc scrutiny committee
- formulate some interim recommendations

Reason: To ensure full consideration of all the objectives

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Interim Report Approved**Date**

5 July 2007

Wards Affected:**All**

For further information please contact the author of the report

Annexes

- Annex A** – Programme for carrying out mapping works
- Annex B** – Evidence of the soft measures presently in place to encourage a reduction in car travel in York
- Annex C** – Statistics showing vehicle fleet in use in York
- Annex D** – Paper on alternative environmentally viable and financially practical methods of transport
- Annex E** – Paper on City of York Council's view on journey times and reliability of public transport