

## 8 TRAFFIC MANAGEMENT & DEMAND RESTRAINT

- 8.1 There is a general acceptance that policies to manage demand for motorised travel are needed in most towns and cities, and for York that is particularly true because of the restricted urban road network capacity. The results of the public consultation on the LTP confirm that the people of York want to see traffic levels reduced, with seven out of ten respondents to the initial transport consultation leaflet wanting to reduce traffic levels to 1991 levels or below (see Appendix A). In recognition of the importance of this issue, the LTP seeks to tackle demand restraint through a combination of integrated measures that support the improvements to alternatives to car travel described in Chapter 7.
- 8.2 Demand management measures can contribute significantly to reducing commuting and school trip-related traffic levels. Also, in view of the level of shopping and tourist activity within central York on Saturdays and around Easter and Christmas, consideration will be given to the issue of restraint of car-borne leisure and shopping trips. In tackling these trips, it is however vital that there is a minimal adverse impact on the local economy.

*The Council will seek to reduce both the need to travel and the length of journeys, and discourage the use of private motorised vehicles in favour of walking, cycling and the use of public transport (as appropriate), through utilising appropriate traffic management and demand restraint measures.*

- 8.3 There are a number of aspects of travel that are being addressed in order to reduce and manage traffic demand in York. These include the need to travel itself, the time of travel, the choice of mode and the level of public awareness of their need to exercise responsible choice. The major influences on these aspects are the purpose of the journey, perceptions of the cost of the journey involved (in time and money) and the availability of practical, safe alternative means of transport.
- 8.4 Travel demand is being addressed through better integration with land use planning and the availability of local facilities and services (see Chapter 9). The availability of alternatives is covered in Chapter 7. Greater public awareness of the implications of using the car and the consequent congestion and pollution is an important part of demand management. This is addressed in detail in Chapter 9.
- 8.5 This Chapter describes the traffic management measures that compliment these alternatives, and is an approach based on the innovative use of technology, in addition to the more traditional parking and road safety proposals. This Chapter also sets down the Council's approach to the Government's proposals for new transport charges.

## **Road Traffic Reduction Act**

- 8.6 Integral to the process of managing traffic demand is the Council's targets under the Road Traffic Reduction Act 1997. A separate volume of the Local Transport Plan comprises of the Council's report under the Act, and identifies current traffic levels and forecasts of growth, together with a series of key indicators and targets relating to traffic in York.

## **Intelligent Transport Systems**

- 8.7 The City of York was founded well over 2000 years ago and its fabric has been richly influenced by the Romans, Vikings and Normans. The centrepiece of all of this is the Minster - one of the worlds most spectacular buildings and one containing the worlds largest collection of Medieval stained glass.
- 8.8 This rich past has bequeathed two problems to today's inhabitants - over 4 million visitors a year and a road network that is little changed from that familiar to the Vikings.
- 8.9 In the late 1980's York's Outer Ring Road was completed forming a complete circle around the entire city. This enabled pressure to be taken off the narrow inner city streets and should have ensured that the city inside the outer ring was relatively free from congestion and other associated traffic difficulties. This was the case for a few years but higher than average economic growth in the city saw major developments taking place throughout the area, with particular concentrations on the outer ring road corridor. The result has been that the northern part of the ring road - A1237 - has far and away exceeded its design capacity and for large parts of the day traffic is slow moving and congested. These conditions have contributed to a rise in inner city traffic as this seeks to find alternative routes that are less congested.
- 8.10 A policy of traffic restraint coupled with the development of Park and Ride sites strategically located to attract drivers from the most congested areas has been managing to slow the increase in these problems but drastic action is required if the city is not to slide into complete paralysis. The development of the Traffic Congestion Management System (TCMS) is a response to this challenge.
- 8.11 The City Council's sustainable transport strategy has been in place for a decade, embodied in the Package Bid from 1994 and latterly the provisional LTP. York's policy recognises the contribution of transport to climate change and aims to promote sustainable transport initiatives through appropriate traffic management and demand restraint measures. Area control measures to protect and enhance neighbourhoods continue to be developed. Such initiatives include Home Zones, Air Quality Management Areas and Strategic City-Wide Signing incorporating air quality variable message signing information systems. Ongoing research and monitoring shows that despite these policies, the situation is likely to worsen and further action is critical.
- 8.12 To ensure that the National Air Quality Standards for traffic related pollution are met by 2005, traffic generation and the environmental impact of traffic on the City needs to be

minimised. This objective is to be delivered by a combination of disincentives for car commuting together with active promotion of environmentally sympathetic modes including cycling, bus priority and Park and Ride.

8.13 To achieve these objectives some key measures have been identified:

- Provide Variable Message Signs (VMS) at the periphery of York to improve communication and advice to motorists and direct them to P&R sites during periods of poor air quality / congestion in the city centre;
- Investigate the scope for using SCOOT, including its gating facility, to reduce traffic in sensitive areas when air quality is poor. This would be integrated with VMS which would advise of the pollution and suggest alternative routes;
- Identify pollution hot spots where Government targets are breached and develop remedial measures;
- Identify residential areas suffering from inappropriate traffic and environmental intrusion and develop solutions in conjunction with local residents;
- Investigate proposals for “Low Emission Zones / Clear Zones”;
- Undertake extensive research and development work on air quality including real time pollution monitoring and forecasting, integrating the City Council’s air quality and traffic models ;
- Develop the link between transport and public health policies and integrate transport and education policies to promote sustainable forms of travel;
- Increase usage of P&R services from 1 million to 1.5 million passengers per annum (assisted by enhanced bus priorities);
- Increase CCTV coverage to facilitate information capture and increase the efficiency of enforcement of waiting and loading restrictions especially in peak periods;
- Work with the main local heavy duty diesel engined fleet operator to improve the emission characteristics of their fleets ;
- Introduce decriminalised parking enforcement; and
- Ban or limit Coach/HGV access to parts of the Centre when air quality is poor.

8.14 To assist the delivery of these objectives an integrated package known as the Traffic Congestion Management System (TCMS) has been developed. This will draw together the various strands of air quality monitoring and modelling, pollution reduction, dynamic messaging and route guidance, traffic management and control, P&R promotion and so on in a coherent, integrated fashion within an open communications structure.

#### **The TCMS Project - an overview**

8.15 The City of York is committed to a policy of sustainable transport development. TCMS therefore adopts an holistic approach to real time management and control of traffic on a city wide basis with the objectives of

- making the best use of existing highway capacity;
- reducing congestion and storing remaining congestion in less environmentally critical areas; and

- minimising vehicle originated air pollution.

8.16 TCMS will work on a number of different but strategically interrelated levels:-

#### Level (A)

Real time information about traffic flows, vehicle speeds and the capacity of car parks (including Park and Ride sites) will be measured in order to determine where the highway network is at capacity and therefore unable to accommodate further traffic loading ( or, for environmental reasons, at the capacity that the city delimits). This information would identify where capacity exists and also, through links with an expanded network of real time air quality measuring devices strategically located around the network, identify locations where air quality is at an unacceptable level. Using air quality prediction and real time traffic models, the most appropriate routing for traffic to follow to avoid congested and/or polluted areas would be identified. By means of a network of Variable Message Signs (VMS) drivers would be informed of the problems and any action they need to take. The project would rely substantially upon existing highway capacity systems initially (in particular the Council's SCOOT detector network) but would expand by integrating:

- "Streetbox" pollution monitors at around 30 locations currently identified as suffering recurrent poor air quality
- Additional VMS
- Car park occupancy systems
- Police-operated CCTV systems
- Automatic speed measurement equipment

Drivers would be encouraged in the first instance to use Park and Ride sites located around the Outer Ring Road. At a later stage the ability of non priority traffic to bypass the P&R entry points inbound to the City inside the Outer Ring Road would be gated by SCOOT and/or physically restricted; this would be linked to the capacity of the network beyond the P&R entry to accommodate the demand flow present at any given moment in time.

#### Level (B)

Where residential areas suffer significant traffic intrusion and there is local support, vehicle recognition information will be used actively to manage a network of rising bollards which would be arranged so as to limit the ability of traffic to divert from main routes into those residential areas. Unhindered access to residents, the emergency services, public transport and other authorised priority vehicles would be maintained as now or enhanced by opening up currently closed routes to these vehicles alone. This system would rely in large measure on automatic number plate reader (ANPR) technology. As an alternative to rising bollards in some locations where complete closure is not deemed necessary, the use of existing and new traffic signals to "ramp meter" access will be used.

#### Level (C)

Real time data would be used to identify vehicles breaking the law by driving where they are not permitted, e.g. in bus lanes, and through links with the DVLA, actively pursue the drivers/owners to ensure greater compliance with such restrictions. Again ANPR equipment would be the main tool along with Vehicle Recognition technology.

### **Roll Out of TCMS**

- 8.17 It is envisaged that TCMS would roll out over the next five years in two parallel stages.

#### Outer Ring Road Stage

This would allow dynamic traffic management of the whole of the Outer Ring Road (ORR) and provide drivers with information (using VMS signs on the approach to the ORR) such as the location of congestion, air quality problems and the capacity of relevant Park and Ride sites.

#### Inner Ring Road (IRR) Stage

IRR management – this would be a similar system to that on the ORR but related to city centre car parks and IRR conditions.

- 8.18 In tandem with these stages Area Control Zone Management would be introduced – this would manage active access control arrangements (rising bollards) and passive enforcement systems in the Area Control Zone.
- 8.19 The objective of an Area Control Zone (ACZ) would be to return residential areas to residents and to tame vehicle dominance. The policy would tend to rely on technology physically managing traffic rather than the threat of prosecution.
- 8.20 A typical ACZ would be a large area of predominantly residential streets suffering from a combination of the following:
- Rat running traffic;
  - Inappropriate speeds;
  - Inappropriate types of vehicles; and
  - Inappropriate parking.
- 8.21 The ACZ would be arranged to limit entry points and eliminate any advantages for through traffic. Residents, essential services, public transport and the like would be permitted access to, or across, the ACZ via routes otherwise closed to all vehicles using number plate recognition systems to activate rising bollards or control gates. This technology would be managed by the TCMS. Management of traffic within the ACZ would be through a combination of one way streets, Traffic Regulation Orders, residents' parking and Home Zones, mixed as appropriate to the circumstances.
- 8.22 The potential initial ACZs, defined mainly by physical features such as rivers, railway lines and public open space, would be large and cover the areas between the main radials and the Inner and Outer Ring Roads. At a later stage the area covered by each ACZ could in

principle be systematically reduced so as to cover local neighbourhoods and effectively establish Home Zone type conditions.

- 8.23 Despite heavy reliance on technology, the Police have a vital role in the project. The Council's exceptionally close links with that organisation will help resolve any enforcement issues arising from levels B and C; this partnership is essential given the lessons gained from the TfL's Bus Lane Enforcement Cameras Project. The police have already given their full support to the project.
- 8.24 Pollution sensor technology needs to be further developed as do the relevant mathematical models; it is considered, however, that the experience the Department of Mathematics of York University (who are a full partner in the development and installation of TCMS) will prove more than capable of meeting these challenges. A specialist software company will work with the City and the University to develop the control architecture required.
- 8.25 The huge amounts of data generated by the various inputs to the central database will create communications and other database challenges; these have been addressed using the combined expertise of leading companies in this field.
- 8.26 The development of control strategies and strategy selection methodologies will be addressed as team issues. Strategies will include automatic SCOOT background plan switching, alternative routing, capacity maximisation (both traffic and environmental), delay and pollution minimisation and congestion shifting and, on completion of the project, will be selected automatically.
- 8.27 The University of York has wide experience in this area and an A.I./Expert system will be developed. The Council intends to maintain its contact with the transport modellers at the University to gain practical guidance to help with the modelling of the City. The University will also provide a realistic route by which the theoretical and modelling results obtained at the University may migrate toward practical application within the City.
- 8.28 York already boasts a city-wide SATURN model, one of the most advanced and accurate in the world, as a consequence of the EU funded MUSIC project. All signal junctions in the city have been exhaustively modelled to reduce congestion and pollution. The TCMS project will make full use of this resource. Work is ongoing to expand the model further to include public transport and cycles.

### **Capacity Reallocation: Priority on Radial Corridors**

- 8.29 Introducing priority proposals on radial corridors into the City Centre gives priority to buses and cyclists, potentially at the expense of car users, who may experience increased journey times depending on the specifics of each particular scheme. This makes cars a less attractive transport option for City Centre journeys. More specifically, reallocating road

space from cars for cycle and bus lanes, and introducing advanced stop lines and other priorities for preferred transport modes sends positive messages about their status.

### **Bus Priority**

- 8.30 Despite the success of the Quality Partnership with First Group on Park and Ride there is still a long way to go to improve bus services in the City in line with the more recently signed Quality Partnership. Reliability remains a problem, with traffic congestion the principal cause. The need to reduce bus journey times and improve journey time reliability of bus services across the district is vital. This is being achieved through the introduction of a variety of measures which give priority to buses, including bus lanes and selective vehicle detection (SVD).
- 8.31 A number of bus priority measures have been implemented, predominantly on the main radial corridors into the City, which have given buses a significant advantage over cars in terms of journey time as well as important improvements in reliability. These measures include:
- inbound bus lanes on the Tadcaster Road and Hull Road corridors (including pre-signal schemes);
  - right turn bus gate on Hull Road into the Grimston Bar Park & Ride site; and
  - traffic management measures to assist buses in the City Centre.
- 8.32 Additionally, work is being undertaken to develop further priority measures at a number of key points in the bus network where significant delays to buses occur. In 1999, consultants were commissioned by First Group in partnership with the Council to review the extent of problems affecting bus services across the district and identify possible bus priority measures for implementation in the City Centre. Based on these studies a programme of schemes is being developed for implementation over the life of the LTP.
- 8.33 The continued development of bus priority measures in the City reflects local public opinion with the City-wide LTP consultation survey revealing that more than 53% of residents expressed support for new priority measures to be included in the five-year capital programme. The more in depth survey of 500 households expressed an even greater 70% support for such measures. However, experience has shown that bus priority measures are not always popular with local residents. Any new proposals will be subject to extensive consultation to ensure that schemes are developed which are both effective for bus services and which address local concerns.
- 8.34 Studies have been undertaken to assess the potential for implementing additional bus priority measures in York. These studies have covered the following:
- A19 Shipton Road - A1237 (Outer Ring Road) to Inner Ring Road;
  - A19 Fulford Road - A1237 (Outer Ring Road ) to Inner Ring Road; and
  - A1079 Lawrence Street

8.35 A19 Shipton Road - A1237 (Outer Ring Road) to Inner Ring Road

A series of proposals was developed by Consultants to address the issues found through the study and formed the basis of extensive public consultation. The subject proved highly controversial and as a result the consultation process was extended and further information provided to address initial concerns and to allow consultees to formulate an opinion. The consultation process extended over a period of some 4 months resulting in the virtual total rejection of all of those proposals intended to assist Bus Priority on this corridor. Other measures designed to help pedestrians and cyclists and also to deal with various accident issues were however accepted in principle and these are now being designed in detail.

8.36 A19 Fulford Road - A1237 (Outer Ring Road ) to Inner Ring Road

Similarly a series of proposals was developed by Consultants to address the issues found through the study and these were also the subject of extensive public consultation. This proved to be a less controversial process and although some of the measures require more detailed consideration and further consultation, the vast majority were considered acceptable. The detailed design is now underway with a view to commencing implementation within this current financial year. Further work on those proposals requiring revision has commenced and will be the subject of fresh consultation in due course.

8.37 A1079 Lawrence Street

A detailed proposal for an outbound Bus Lane (complimenting the successful inbound bus lanes and bus priority measures) was the subject of extensive consultation with residents. This proved to be controversial and various modifications to the original scheme proposal were made through an iterative process with residents in an attempt to find an acceptable compromise. Unfortunately no such compromise could be found and the principle of the proposed Bus Lane was finally rejected by residents. The scheme suffered a setback when residents determined from the local bus operator that the company did not consider a bus lane was necessary. The process did, however identify widespread dissatisfaction with regard to the on street parking arrangements and pedestrian facilities as a result of which a scheme to address these was formulated. Residents have accepted this scheme and this is now proceeding to implementation. By eliminating certain areas of on street parking this scheme will actually assist all outbound traffic to flow more effectively and will therefore indirectly assist bus movement out of the city on this route.

**Further action**

8.38 The lessons learnt from the above three studies clearly point to the conclusion that overt bus priority measures will not prove to be acceptable to the majority of those who live or work on the route directly affected. Without that support it will therefore be difficult to satisfy the bus passenger demand for more frequent and more reliable bus services. Working closely with the Mathematics department of University of York a strategy has therefore been developed which seeks to deal with the root cause of delays to buses by the area wide

management of traffic signals using the MUSIC system developed here in York and successfully piloted on the A1037, Hull Road- and subsequently with EU funding in Thessalonica (Greece) and Oporto (Portugal). This proposal forms the core of the Traffic Congestion Management System (TCMS) described in detail above.

- 8.39 The concept now being developed to facilitate bus movements is thus generally more covert in that it will not seek to introduce extensive dedicated bus lanes. There will still be a place for these on the approach to key junctions (as is envisaged on Clarence Street for example) but otherwise the strategy will be generally to relieve traffic congestion so that buses as well as other vehicles have a clear journey run through relatively uncongested streets.

### **Local Transport Charges**

- 8.40 The Transport Bill, which is due to receive Royal Assent later this year, will enable local highway authorities to introduce road user charges and workplace parking levies to help tackle local transport congestion problems. As part of the public consultation on the Local Transport Plan the acceptability of introducing local transport charges has been examined. More than 55% of respondents to the city-wide public survey stated that they supported the Council investigating the development of local transport charges in York should the Council not be able to obtain adequate funding from other sources. However, feedback from the 500 household survey indicates only tentative support for charging mechanisms. At the present time the business community has not been persuaded of the benefits of the introduction of any form of charging.
- 8.41 Implementing any such scheme will support the LTP strategy by helping to manage traffic and deal with congestion problems, as well as providing additional income to fund further local transport schemes. Depending on the outcome of this bid and reflecting local opinion and the need for more consultation it is intended to undertake further research on the potential application of charging schemes for York. This will take account of results experienced elsewhere in the UK as part of the DETR's pilot study programme and will include an assessment of practical issues associated with implementing a scheme, as well as considerations on how it fits alongside local planning policies. Preliminary estimates of potential income from charging schemes have been calculated which suggest that:
- a daily charge of £3.00 per vehicle travelling into York would raise up to £40 million per year; and
  - an annual £500 charge per space for workplace parking would raise approximately £5 million per year.
- 8.42 The future development of any charging scheme in York will be subject to further extensive consultation and will take account of effects on the tourism industry and the business sector, as well as the need for complimentary traffic management measures. Given that it is likely to take some considerable time to develop a viable charging scheme for the City it is not envisaged that this will take place during the lifetime of this Plan. A sum has been included in the five-year programme to investigate further the scope for local charging schemes and further information on the development of any forthcoming proposals will be included in future annual LTP progress reports.

## Parking

*The Council will seek to control the parking of vehicles and the movement of private vehicles for less essential trips, whilst maintaining the economic vitality of the City. It will achieve this through:*

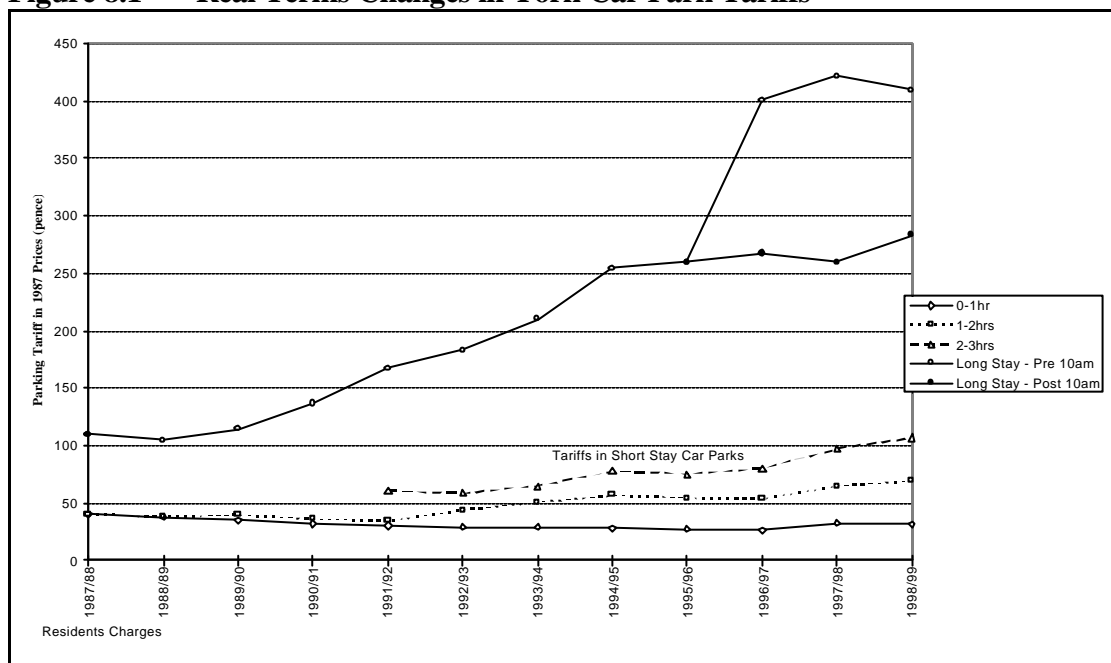
- *controlling the number of parking spaces provided, the charges made and periods of availability;*
- *controlling the number of private non-residential parking spaces in the City;*
- *using appropriate standards to limit the provision of parking spaces particularly strongly in all new developments and require a high standard of parking for bikes to promote cycle usage; and*
- *using location planning policies to support the above aim*

- 8.43 Management and control of parking spaces are essential components of an effective transport strategy that seeks to address the problem of traffic growth. The lack of parking spaces at the end of a trip acts as a restraint measure to discourage the use of private vehicles. Thus, parking controls with appropriate enforcement and charges are essential in order to ensure safe access to premises, facilitate traffic movement and restrain non-essential trips by car.
- 8.44 In complementing the improvements to alternatives and the raising of awareness in line with the need to develop effective restraint mechanisms, parking control is a central feature. The problem of long-term commuter parking together with morning peak school trips remains a particular cause of concern because of associated safety, congestion and pollution problems. These problems are being addressed through a variety of actions.
- 8.45 Public long stay parking charges in City Centre Car Parks under the Council's control are set at high rates, particularly relative to Park and Ride fares, to promote the use of alternative modes. Long-stay parking charges have increased by a level significantly greater than the rate of inflation. Long stay spaces have been converted to increase the availability of short and medium stay parking, thus maintaining the economic vitality of the City Centre in the face of out of town competition. The Council's policy for many years has been for long stay parking provision in or adjoining the City Centre to be retained at broadly 1992 levels. This has led to a significant overall increase in long stay provision due to the creation of new Park and Ride sites. This means that there is more car travel to York from the surrounding area even though this not accommodated in the City Centre. In future, car park closures due to redevelopment will be used to offset some of the additional capacity created by Park and Ride expansion.
- 8.46 The promotion of short stay parking (for shoppers and business customers) in the City Centre has been achieved through keeping parking tariffs constant or by increasing them by less than inflation. Figure 8.1 indicates the change in tariffs for both long and short stay

parking in the City Centre over the past 11 years. Maintaining City Centre short stay parking tariffs at a low level reduces the pressure on local people to shop or do business elsewhere. However the volume of short and long stay spaces is now leading to significant Saturday peak traffic levels along with associated congestion and pollution problems. Equally, because of the limited scope of current planning powers even the restrictive long stay parking policy suffers from the Council's inability effectively to control comparatively cheap private sector public parking supply which has increased significantly over recent years.

8.47 The location of car parks operated by the Council within the City Centre are illustrated in Figure 8.2.

**Figure 8.1 Real Terms Changes in York Car Park Tariffs**



8.48 The adoption of more stringent parking standards to control the provision of car park spaces in new developments, particularly in the City Centre, is instrumental in restraining car-based commuter trips. The Council has adopted maximum car parking standards, for shopping, commercial and housing developments in the Draft Deposit Local Plan. Where parking provision is restricted to operational use only or where there is no on site provision, commuted payments in lieu of the balance of car parking will be required to meet the standards. However, this policy has a limited effect given the existing substantial numbers of free private non-residential spaces in the City Centre.

8.49 The Council seeks to reduce the level of private commuter parking spaces in or adjacent to the City Centre through encouraging site owners to bring forward proposals to develop parts of their car parks. It can also be tied in with the development of business travel plans which will aim to persuade staff to travel by other means, for example Park and Ride, local bus services, cycling and walking.

- 8.50 The control of on-street parking has a role in maintaining viable living conditions in residential areas. There is a high level of demand for parking by people who are not living, working or visiting the immediate area. This is a principal factor in influencing choice of transport mode.
- 8.51 The establishment of residents parking zones to control the level of on-street parking maintains access for residents at the expense of car commuters and tourists who are excluded from local residential streets. Such schemes assist in reducing local traffic levels and associated parking problems and improve residential environments. Existing City Centre and edge of City schemes have substantially reduced previous on-street long-stay parking although a small amount has moved further out.
- 8.52 On this basis, the Council has continued to develop and implement residents parking schemes throughout the City. To date, York has one of the largest Residents Parking areas in the country. Through a tightly controlled permit system and through effective enforcement, commuters, shoppers, lorries and coaches are excluded from local residential streets. Figure 8.3 shows residents only parking areas within the City Centre. A new residents parking initiative enables City Centre residents to use long-stay car parks at a reduced rate.
- 8.53 The introduction of on street parking charges is important. On street parking charges were introduced in Foss Islands Road in 1990 (total of 40 spaces) for specialist parking (minibuses and camper vans). Charges were introduced on a further 51 spaces on three streets within the City Centre in July 1997. Another 40 spaces were provided in seven streets in the City in 1999. The tariffs for these spaces are set at the same level as short stay car parks but a two hour maximum length of stay imposed. The aim is to have control of all permitted parking spaces within .75 Km of the city walls either through Residents Parking or on street parking charges.
- 8.54 The Council has continued to improve the security of its car parks, with closed circuit television cameras (CCTV) now installed in seven car parks in the City Centre. A control room has been established to co-ordinate this system. As a result of the introduction of CCTV crime rates at these car parks have fallen by 75%. Lighting has also been improved at City Centre car parks. During 1998/99 the Council embarked on a programme of replacing car park ticket machines which are smartcard compatible. These machines are more customer-friendly and will provide the opportunity to offer discounts as smartcard technology is development for application in the City.
- 8.55 Additionally, the Council continues to provide regular car park information bulletins given to AA Roadwatch and NTL for their travel information slots on local radio. These aim to advertise the availability of Park and Ride to motorists approaching York and to inform them when central car parks are full.

### **Decriminalised Parking Enforcement**

- 8.56 Over the past 10 years the number of uncontrolled on-street parking spaces in the City has been significantly reduced. However, for a number of years the City has suffered from the sporadic enforcement of parking and waiting restrictions which has brought about significant non-compliance problems. As a consequence there has been unnecessary congestion on the Principal Route Network, obstruction to bus routes, parking difficulties in residential areas and congestion problems outside schools. These problems have had adverse impacts on the efficiency of the highway network across the City. On this basis we are proposing to adopt Decriminalised Parking Enforcement (DPE) for the City.
- 8.57 Last year an initial feasibility study was undertaken examining the benefits that decriminalised parking could bring to the City. This revealed that major benefits could be derived from transferring responsibility for enforcing waiting restrictions from the police to the City Council. A further consultants study was commissioned in October 1999 with the objective of preparing a detailed proposal for implementing DPE in York. Consultants were commissioned to advise on the practical implications and costs of introducing DPE. They were also required to outline the process for implementation.
- 8.58 An application has been made to the Secretary of State for the introduction of DPE in York covering the whole of the administrative boundary. It is anticipated that if successful, it will come into effect from October this year. Income raised will be retained by the City Council to offset administration costs and any revenue over and above this will be used to fund further transport initiatives throughout the District.

### **Road Safety**

- 8.59 In its recently published road safety strategy, "Tomorrow's Roads - Safer for Everyone" the Government recognises the importance of road safety as an integral element of transport strategies, particularly the need to improve safety for vulnerable road users. The Government has set new targets for reducing casualties by the year 2010 and a strategy which the City of York Council's own Road Safety Strategy (Appendix H) fully supports. Key within this are policies to introduce safe routes to schools, safer residential roads, improved safety for pedestrians and cyclists and the undertaking of a major review of speed policy. The high priority afforded to road safety throughout the District is reflected in the proposals contained in the five-year capital programme.

***The Council will ensure that in all of its Planning, Engineering and Education activities, every opportunity will be taken to reduce, minimise or eliminate road danger through a co-ordinated strategy.***

- 8.60 The Council views every activity that it undertakes as an opportunity to improve safety, be it in relation to use of, or movement on, its Highways or otherwise. The Road Safety Strategy sets out the policies by which this will be achieved.

8.61 The highway network will continue to be studied systematically so as to identify all opportunities for safety related improvements. It is envisaged that these improvements will take a number of forms ranging from pure engineering through 'soft measures' such as signing and speed limits, to education and publicity targeted at specific interest groups. This clearly is a significant task and will not be completed within the lifetime of this plan.

8.62 Within the next five years it is intended to:

**(i) continue to implement the Speed Management Plan**

This will be carried through a whole range of measures but in particular by means of the Council's traffic calming programme.

**(ii) continue to undertake the programme of village traffic studies:**

This involves detailed studies being undertaken in each of the 25 village communities situated within the City boundary to determine road safety and other traffic issues. Over the last two years seven studies have been completed and measures are being introduced as a result. These are agreed through a process of consultation with village residents, the local Parish Councils and other key stakeholders. Four further new studies are now underway. It is expected that these studies will continue in subsequent years at a similar rate of progress.

**(iii) continue to monitor safety-related issues at schools:**

Each school within the City boundary has been examined to determine road safety problems in their vicinity and an action plan established for each site.

**(iv) continue to introduce a programme of safe routes to schools:**

The Council's safe routes to school programme seeks to encourage walking, cycling and car sharing as means of improving the safety of children going to and from school. The systematic introduction of the safe routes to school programme is more fully described in Chapter 9.

**(v) develop and implement 'Home Zones';**

The Council is currently undergoing consultation to introduce two pilot Home Zones which will be expanded into a full programme in succeeding years. £50,000 is available for the two pilots in 2000/01.

**(vi) identify and respond to sites where actual injury accidents have occurred.**

This will be carried out through the Council's Local Safety Scheme (see Figure 8.4) and AIP (Accident Investigation and Prevention) programmes.

8.63 It is also proposed to:

- undertake a full review of all speed limit signing positions and critically review the sign location, from a visibility and observability point of view, seeking amendments to Speed Limit Orders as appropriate to place all signs in the best possible position for driver recognition. In 98/99 all speed limits in the village areas were reviewed and a programme of sign upgrading is now underway. This work will now move to the urban areas on a systematic basis starting with the 30mph limits on entry to the centre from the Outer Ring Road;
- implement “gateway” features at all 30 mph limit entry points to urban areas on a systematic basis starting with the 30mph limits on entry to the centre from the Outer Ring Road; and
- continue the programme of introducing 20 mph zones outside all school entrances.

8.64 York’s success in reducing casualties has resulted in a situation where the numbers of actual injury accidents occurring at any specific site are now in low single figures. It is therefore intended to develop and implement a priority ranking system for engineering improvements based upon conflict study data. By this initiative areas of concern will be dealt with on a reduction in actual danger basis, rather than on the random fluctuation in low numbers of injury accidents. This will allow a more focused response to prevention and thus make the whole emphasis of our approach to accident and casualty reduction proactive rather than reactive.