

Section 15: Sustainable Transport

Strategic Objectives

To address the City's transport issues and deliver transport infrastructure and measures which ensure sustainable growth and development through:

- providing quality alternatives to the car;
- providing strategic links;
- supporting and implementing behavioural change;
- tackling transport emissions; and
- improving the quality of public streets and spaces.

Targets

Progress towards achieving these objectives will be measured against the following targets:

- All new developments are located within a five minute (400 metres) walkable route of a frequent public transport service and a range of local facilities and within 100 metres of an existing or proposed cycle route.
- The delivery of the strategic infrastructure schemes identified in phase 1 by 2016.
- The delivery of the strategic infrastructure schemes identified in phase 2 by 2021.
- The delivery of the strategic infrastructure schemes identified in phase 3 by 2031.
- Achieving as a minimum an 85% reduction in projected additional travel delays by 2016 (i.e. less than 10% increase in delays relative to 2008).
- Achieving as a minimum an 80% reduction in projected additional travel delays by 2021 (i.e. less than 25% increase in delays relative to 2008).
- Achieving as a minimum a 75% reduction in projected additional travel delays by 2031 (i.e. less than 50% increase in delays relative to 2008).
- The Submission of travel plans for all new developments which are likely to employ more than 30 employees, or include more than 20 residential units or generate a significant number of trips.
- The Submission of travel plans for all new and expanded schools.

Policy CS18: Strategic Transport Priorities

The Local Development Framework (LDF) will ensure sustainable growth and development through the following:

i. The Location of Development

New development will be required to be in locations which are (or can be) well served by public transport, accessible by walking and cycling and have good access to a range of local facilities. The layout of sites should also give priority to the needs of pedestrians, cyclists and public transport users.

ii. Strategic Infrastructure Improvements

The LDF will deliver the phased infrastructure programme outlined below to ensure that the growth levels identified in the plan can be delivered in an

appropriate way. Infrastructure improvements will be progressed in association with measures to promote sustainable travel to minimise the generation of new trips taking up the additional road capacity. The list identifies the principal strategic schemes which need to be delivered – many smaller projects with more local impact will also be required.

PHASE 1: 2011 - 2015:

Access York Phase 1

- Provision of new Park & Ride sites at Poppleton Bar (A59) and at Clifton Moor (B1363) (as identified on the Key Diagram).
- Relocation and enlargement of the existing Park & Ride site at Askham Bar (A1036) (as identified on the Key Diagram).
- Enlargement to the A59/A1237 roundabout to increase capacity.
- Provision of an improved pedestrian/cycling crossing of the Outer Ring Road at the A59 junction.

Bus Network Improvements

- Bus priority measures on A59 and Wigginton Road corridors (as part of Access York Phase 1 project or subsequent investment programmes).
- Targeted junction enhancements to improve reliability, as set out in the Local Transport Plan 3 (LTP3) and subsequent investment programmes.

Strategic Cycling and Pedestrian Network Improvements

- Improvements to the strategic cycling network as set out in the LTP3 and subsequent investment programmes.
- Extension of Footstreets area, to be progressed through the City Centre Area Action Plan.

Highway Network Capacity Improvements

- James Street Link Road Phase II road improvement scheme.

PHASE 2: 2016 – 2021:

A1237 Outer Ring Road Improvements

- Improvements to the highest priority congested A1237 Outer Ring Road roundabouts to be identified in the LTP3.
- Further improvements to other A1237 Outer Ring Road junctions.

Bus Network Improvements

- Improvements to the bus interchange at the railway station.
- Further bus network improvements to be identified in the LTP3 and subsequent investment programmes.

Strategic Cycling and Pedestrian Network Improvements

- Restrict access for private motorised vehicles across City Centre bridges, to be taken forward through the City Centre Area Action Plan.
- New cycling/pedestrian bridge near Scarborough Bridge.
- Continued implementation of the strategic cycling network as set out in the LTP3 and subsequent investment programmes.

PHASE 3: 2022 – 2031:

A1237 Outer Ring Road Improvements

- Series of selected link upgrades to dual carriage way standard (including grade separation) on the busiest sections of the Outer Ring Road (Wetherby Road to Clifton Moor).

Bus Network Improvements

- Further bus network improvements to be identified through the LTP3 and subsequent investment programmes.

Strategic Cycling Network Improvements

- Continued implementation of the strategic cycle network as set out in the LTP3 and subsequent investment programmes.

It is anticipated that the infrastructure measures could reduce the projected increase in citywide delays by approximately 40% by 2031 however additional measures may be needed to minimise localised unacceptable increases.

The LDF will allocate or reserve land for the strategic infrastructure schemes listed in the policy. The LDF will also support the longer term ambitions to develop a new station at Haxby and improve rail provision along the Harrogate railway line through the introduction of tram-train. This could include provision for a rail halt within the Former British Sugar/Manor School Strategic Allocation.

iii. Smarter Choices and Demand Management for Travel

In accordance with the principles of the LTP3 the Council will deliver a sustained travel behaviour change programme, supported by low cost infrastructure and service improvements with the aim of achieving at least a 35% reduction in projected traffic delays by 2031. This will be delivered by a range of interventions including demand management, bus subsidy and sustainable travel promotion that will manage the increasing demand for travel into and within all parts of York. A critical element of demand management will be restricting the availability and cost of parking in existing areas and new developments. Further measures to improve the public transport offer will be progressed through the LTP3, such as cross ticketing between different transport providers.

iv. Protection for Residential Areas and City Centre Accessibility

To ensure that the quality of life of residents in existing areas of the City is not adversely affected by development growth access restrictions to discourage through traffic will be implemented. The areas requiring protection measures will be identified through the LTP3 and as part of the consideration of individual development sites.

To improve the City Centre and encourage economic activity, further City Centre transport schemes may be necessary to respond to the City Centre Area Action Plan and the outcomes of the City Centre Movement and Accessibility Framework.

v. **Strategic Allocations and Future Areas of Search for Urban Extensions**

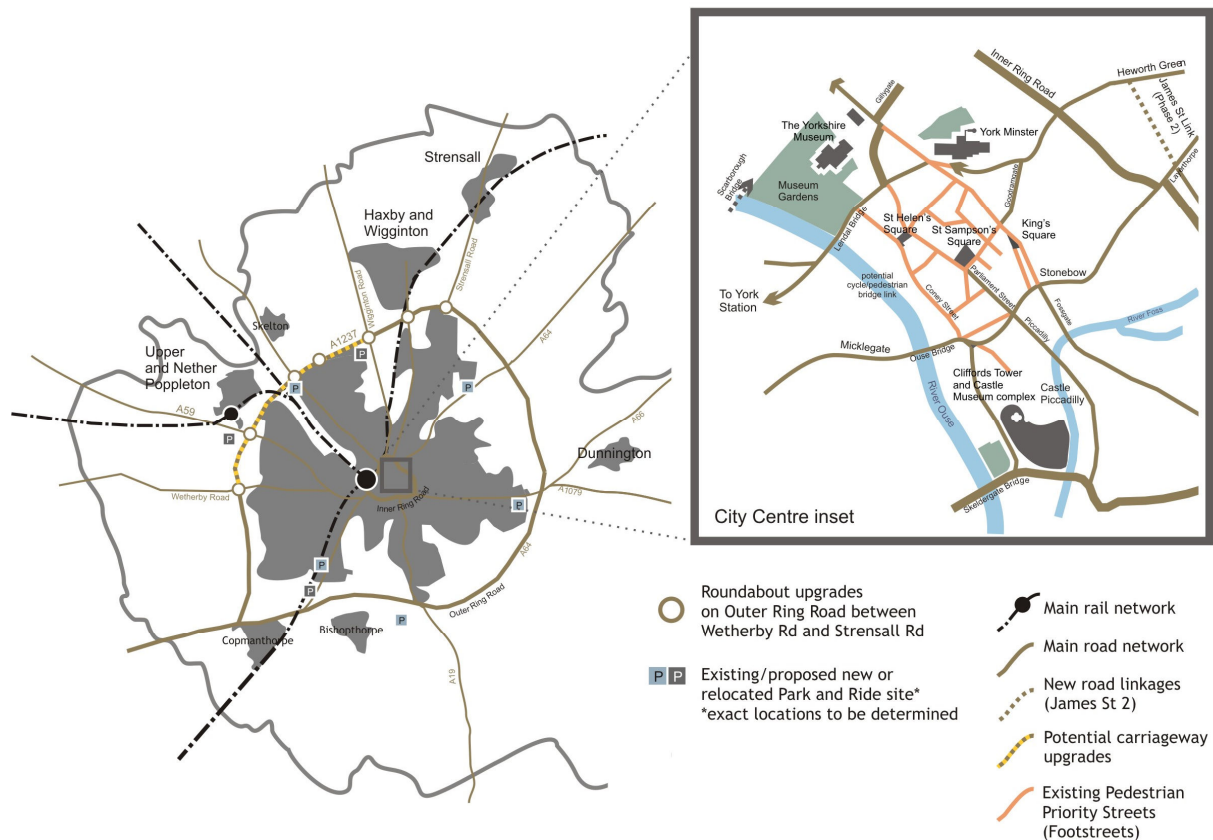
A transport masterplan will be prepared for the York Northwest Corridor which will outline the package of transport infrastructure measures and interventions required to access and deliver the two strategic allocations.

Should urban extensions be required, a detailed master planning process will be undertaken for each area which will identify the specific transport infrastructure necessary to access and deliver the sites.

Explanation

- 15.1 Addressing the City's transport issues is essential to delivering the vision to be a leading environmentally friendly city. In accordance with *PPG13* and the objectives of the LTP3, this policy seeks to reduce the need to travel, implement necessary improvements to transport infrastructure and promote sustainable travel. It is considered that the approach set out in this policy, alongside the overall package of measures covering a wide variety of modes set out in LTP3, will deliver the objectives for transport whilst enabling spatial growth. Even with these measures in place longer congestion delays will be experienced overall but limited to less than 50% higher than 2008 levels. Further information is set out in the *Topic Paper on the Transport Implications of the LDF (2011)*.
- 15.2 In terms of the location of development, all new development should be in locations that are either currently accessible or can be made accessible through suitable measures. New developments would be considered to have good access if they are:
- within a five minute (400 metres) walkable route of a range of local facilities;
 - within 100 metres from an existing or proposed cycle route; and
 - within a five minute (400 metres) walkable route of a frequent public transport service (15 minute or higher frequency).
- Although it is recognised that in some circumstances developments will not be able to achieve these standards.
- 15.3 The strategic infrastructure schemes highlighted in Figure 15.1 have been phased to reflect the development levels proposed over the Core Strategy plan period. Further detail on the schemes will be set out in the LTP3. The delivery of transport infrastructure will be reviewed on an annual basis through the LDF Annual Monitoring Report. The failure to deliver any of the phases outlined in the policy could lead to a review of the development levels included within the plan.
- 15.4 The LDF will allocate or reserve land for the strategic infrastructure schemes listed in the policy. It may also be necessary to allocate or reserve land for further schemes which emerge as the Council revises its transport strategy. Tram-train is a longer term ambition to make improvements to provision along the Harrogate railway line. Whilst it is not a specific infrastructure scheme within the plan period, the LDF recognises it as a longer term project and will seek to ensure that it is not prejudiced by developments coming forward in the period to 2031, specifically the York Northwest Strategic Allocations (Section 6).

Figure 15.1 York's Strategic Transport Schemes



- 15.5 The LTP3 will set out in detail the measures which will deliver the sustained travel behaviour change programme. Some aspects of the demand management measures will be progressed through the preparation of a Supplementary Planning Document (SPD) setting a level for City Centre parking and detailing the levels of parking to be permitted in new developments.
- 15.6 As set out in Policy CS2, a key element of the City Centre Area Action Plan (AAP) will be to consider movement and accessibility. The AAP will be informed by the emerging City Centre Movement and Accessibility Framework which will consider key transport corridors into and within the City Centre, pedestrian/cycle connectivity and the need to ensure the Centre continues to be accessible for businesses, residents and visitors. This policy recognises the need to respond to these issues through the implementation of further transport schemes in the City Centre. This will include exploring ways in which the rivers can be used as an alternative to other transport measures.
- 15.7 In addition to considering the strategic transport needs of new development, the policy approach recognises that new development can sometimes lead to more localised impacts on existing residential areas. Where this is anticipated, the Council will consider introducing access restrictions in some areas to mitigate the impacts of any through traffic generated by development growth.
- 15.8 The measures outlined in the policy and those to be identified through the LTP3, will contribute to reducing transport emissions, having a positive effect on regulated air

quality pollutants and greenhouse gases. The Council is currently preparing a Low Emission Strategy for the City which will aim to accelerate the uptake of low emission vehicles and technology. For further information, please see Section 16 'Air Quality'.

- 15.9 The schemes and measures listed in the policy will be delivered using funds from the LTP3 settlement, Major Scheme Bids, bids to the Local Sustainable Transport Fund, developer contributions and any other appropriate funding opportunities that may arise. In accordance with Policy CS25 on Developer Contributions and Infrastructure, the mechanism for developer contributions will be developed and presented in a further planning document to ensure that the funding is in place to deliver the necessary citywide infrastructure and behaviour change measures. It is anticipated that the full cost of delivery of all of the schemes and measures will be approximately £170m over the period up to 2031. The mechanism will ensure that the necessary funding is in place for these measures to address the cumulative impact of all developments across the City. In addition developments will be expected to deliver the immediate access requirements and local highway improvements where an associated adverse impact can be identified.

Policy Links

- Section 8 'Housing Growth and Distribution'
- Section 11 'Community Facilities'
- Section 13 'Sustainable Economic Growth'
- Section 16 'Air Quality'
- Section 22 'Infrastructure and Developer Contributions'