

**City of York's
Draft 'Framework' Local Transport Plan
2011 onwards (LTP3)**

Outline Sustainability Appraisal

November 2010

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Introduction

This document includes the sustainability appraisal matrices arising from the Outline Sustainability Appraisal (OSA) for city of York's draft 'Framework' Local Transport Plan, 2011 Onwards (LTP3) and makes recommendations on how to make the principles therein more sustainable. The findings of the OSA should be taken into consideration and reflected within the adopted LTP3 to ensure that it maximises its contribution to future sustainability. A full Sustainability Appraisal for the draft 'Full' LTP3 will be produced for consultation before the LTP3 comes into effect, in April 2011.

Department for Transport Guidance for the preparation of Local transport Plans states that European Legislation requires that a Strategic Environmental Assessment (SEA) be undertaken of all LTPs. Also, the Planning and Compulsory Purchase Act 2004 makes a Sustainability Appraisal (SA) mandatory for Regional Spatial Strategies (RSS), Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs). SA is essentially a process through which the relationship of a plan to sustainable development is assessed by referring to sustainability objectives. The purpose of a SA (or OSA in this case) is to identify and evaluate a plan's impacts on a community, the environment and the economy, which are the three core themes of sustainability.

Although the requirement to undertake SA and SEA is distinct, it is possible to combine them into a single appraisal process.

Furthermore, the current stage of preparing the LTP3 (draft framework, setting out broad principles and strategic aims) is such that a rigorous SA is not possible. Therefore, the SEA and SA processes have been combined into an Outline Sustainability Appraisal (OSA) assessing the draft Framework LTP3 against the sustainability objectives of York's emerging Local Development Framework.

The OSA for draft Framework LTP3 has assessed each Strategic Transport Aim and their associated Statements within the document against the SA sustainability objectives to understand the positive and negative impacts of each aim and determine how compatible it is with sustainable development principles.

Following consultation on the OSA with key statutory consultees, due consideration will be given to comments received in preparing the draft Full LTP3 and its SA, (including further consultation thereon), before the LTP3 comes into effect. The SA process also involves monitoring the agreed indicators, which will begin once the LTP3 is in place.

Extensive consultation has been carried out in preparing the LTP3, comprising:

- Stage 1 – City-wide consultation on Issues, transport challenges and possible actions to tackle the challenges, carried out in the winter of 2009/10
- Stage 2 – Informal 'dialogue' to gather further evidence in areas where the evidence base may have needed strengthening, carried out in summer 2010.
- Stage 3 – citywide consultation on draft 'Framework' LTP3 in October/November 2010

Sustainability Appraisal Analysis

Strategic Transport Aim 1 – Provide quality alternatives (to the car)

Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: Reduction of York's Ecological Footprint	+	ST to LT	<p>This aim could widen the more sustainable and/or more active forms of transport options available to people, which could lead to their greater use, thereby leading to a lower consumption of fossil fuels.</p> <p>Although transport is a contributor to York's Ecological Footprint, it is not the largest contributor. However, any progress made in reducing transport related emissions will reduce York's Ecological Footprint.</p> <p>Although newer, more onerous (Euro) emission standards aim to reduce CO₂ emissions they may make new buses less fuel-efficient, thereby, increasing fuel consumption for the same length of journey. This could be mitigated by the development of alternative fuels (and the use of renewable energy sources to produce them, such as renewable sourced electricity to produce hydrogen for hydrogen fuel cells) and measures to tackle congestion.</p>

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EC1	Good quality employment opportunities for all	+	ST to LT	Widening transport choice could improve accessibility to workplaces for people who may have otherwise not been able to take-up opportunities due to not having access to a car. Widening transport choice could also be positive for enlarging employers recruitment catchment areas.
EC2	Good education and training opportunities for all which build the skills of the population	+	ST to LT	Widening transport choice could improve accessibility to education establishments for people who may have otherwise not been able to take-up opportunities due to not having access to a car. Widening transport choice could also be positive for enlarging the catchment areas for education and training centres (establishments).
EC3	Conditions for business success, stable economic growth and investment	+	ST to LT	Provision of an efficient and quality transport infrastructure is critical to maintain business success and investment. Maintaining and improving accessibility into and around York is positive for enlarging employers recruitment catchment areas as well as allowing successful business travel across a wide area for goods and commuters. Further to this improving the transport network could help to reduce congestion in the city allowing for more reliable journey times to and from work and York which may encourage business success.
EC4	Local food, health care, education / training needs and employment opportunities met locally.	+	St to LT	Widening transport choice could improve accessibility to a wide range of activities, services and facilities to people that do not have access to a car.
S1	Enhance access to York's urban and rural landscapes, public open space / recreational areas and leisure and cultural facilities for all	+	MT to LT	Widening transport choice could encourage a modal shift toward more sustainable forms of transport, thereby reducing congestion arising from the anticipated employment and housing growth in York and, ultimately, enhancing access to urban and rural landscapes. This objective could also be met through the expansion of the walking and cycle network, which could also improve access to public open space / recreational areas and leisure and cultural facilities, and enhance open spaces/recreational areas in a more sustainable way.

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S2	Maintain or reduce York's existing noise levels	+/I	ST to LT	Widening transport choice could encourage a modal shift toward more sustainable forms of transport, thereby reducing congestion arising from the anticipated employment and housing growth in York and, ultimately, noise. Achievement of this objective will depend upon implementation Also, the promotion of alternative fuels and other technologies could lead to quieter vehicles.
S3	Improve the health and well being of the York population	++	ST to LT	Widening transport choice to promote a modal shift in transport using integrated pedestrian and cycle networks could encourage more active forms of travel which will be positive for people's health. In addition to this, reducing congestion through the use and promotion of a sustainable transport network as well as more efficient vehicles will be positive in limiting further adverse effects in air quality. This will also be positive for people's health.
S4	Safety and security for people and property	+/-	ST to LT	Improving the alternatives to the car could lead to more people using more sustainable forms of travel. This, in turn, could lead to improved safety as car drivers become more aware of pedestrians and cyclists and adjust their driving accordingly, and improve security for users of public transport by having 'safety in numbers' particularly in the hours of darkness. Improvements to pedestrian and cycle routes should design in safety mechanisms in order for the routes to be safe and attractive. There is a potential for increased walking and/or cycling permeability through residential areas to increase the risk of burglary. In the longer term such concerns could be addressed by better designs leading to more natural surveillance.
S5	Vibrant communities that participate in decision-making	O	N/a	There is no clear link between this aim and the objective.
S6	Reduce the need to travel by private car	++	ST to LT	This aim could directly meet this objective as widening transport choice could encourage a modal shift toward more sustainable forms of transport, to a wide range of activities, services and facilities, thereby reducing reliance on a private car. This objective could be met through the expansion of the walking and cycle network, and improvements to the public transport network.

S7	Development which provide good access to and encourage use of public transport, walking and cycling	+/I	MT to LT	This aim could help deliver developments that are located in highly accessible areas and/or help secure the provision of suitable designs and investment to make them more accessible. Achievement of this objective will depend upon implementation
S8	A transport network that integrates all modes for effective non-car based movements	++	ST to MT	This aim could directly meet this objective. The aim is to provide quality alternatives, which could include the better integration between modes and the information available. Aiming to improve the transport infrastructure through improving the quality of provision for alternative modes could provide an incentive to reduce the population's reliance in the car, particularly for short journeys. In conjunction with this, integrating improvements to the pedestrian and cycle network could prove positive in encouraging alternative mode use, which is positive for this objective.
S9	Quality affordable housing available for all	O	N/a	There is no clear link between this aim and the objective.
S10	Social inclusion and equity across all sectors	+	St to LT	Widening transport choice could improve accessibility to a wide range of activities, which is positive for social inclusion.
EN1	Land use efficiency that maximises the use of brownfield land	+	MT to LT	Widening transport choice could encourage a modal shift toward more sustainable forms of transport for people travelling to/from and within new developments.
EN2	Maintain and improve a quality built environment and the cultural heritage of York and preserve the character and setting of the historic city of York	+/I	MT to LT	This aim could be positive for this objective through the promotion of alternative modes to the car primarily resulting in less congestion and vehicle movements upon York's historic road structure. Limiting the amount of vehicles could have particularly positive impacts on the preservation and character of city centre. The full impact of this, however, will depend upon the package of measures through LTP3 and depend upon their implementation.
EN3	Conserve and enhance a bio-diverse, attractive and accessible natural environment	?/I	MT to LT	Whilst providing quality alternative modes to the car could make the natural environment and recreational space more accessible, there are potential conflicts with regards to biodiversity. Reducing the amount of vehicle movements could have a positive effect on wildlife, but the impact will be dependent upon how the transport network is implemented. In making pedestrian and cycle routes attractive, the use of 'Green Infrastructure' could help to mitigate any adverse effects and promote biodiversity.

EN4	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change	+/I	ST to LT	This aim could directly meet this objective as widening the transport options available to people, which could encourage them to use more sustainable and/or more active forms of transport, leading to a lower consumption of fossil fuels. Reducing the use of fossil fuels could also reduce carbon emissions and pollutants from cars, thereby, being positive in the long-term for climate change. In addition the standards for the use of alternative fuels could also contribute positively to this objective.
EN5	Improve air quality in York	+/I	ST to LT	This aim could directly meet this objective as widening the more sustainable and/or more active forms of transport options available to people which could lead to their greater use, thereby leading to a lower consumption of fossil fuels, and reduced emissions of air pollutants from vehicles. Achievement of this objective will depend upon implementation
EN6	The prudent and efficient use of energy, water and other natural resources	I	N/a	Encouraging people to use sustainable transport modes could be effective in reducing fossil fuel use in vehicles, thereby having a positive effect on this objective, although this will be dependent upon take up and implementation of alternative modes to the car for example.
EN7	Reduce pollution and waste generation and increase levels of reuse and recycling	++	ST to LT	This aim could have a positive effect on air pollution through the use of more sustainable transport network which reduces fossil fuel use and vehicle emissions.
EN8	Maintain and improve water quality	O	N/a	There is no clear link between this aim and the objective.
EN9	Reduce the impact of flooding to people and property in York.	O	N/a	There is no clear link between this aim and the objective.
Recommendations:				
○				

Strategic Transport Aim 2 - Provide Strategic Links

Description:

This aim encompasses the need to provide and support links to areas of importance for York. These areas, for example, may have economic and employment significance. Some of these include the Leeds City Region and commuters living to the east of York.

How this might be achieved:

- **Maintaining and improving road links to adjacent cities and towns and other strategic areas**
- **Improving services and infrastructure on main rail routes and improving local stations**
- **Better access to and within new developments.**

Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: Reduction of York's Ecological Footprint	+/-	ST to LT	Although this aim could improve York's connectivity to neighbouring towns and cities there is the potential for journey distances to increase as people commute further to/from York. More effective use of public transport could mitigate this, particularly if more renewable energy sources are used to either power vehicles or produce the fuels to power them. Further mitigation could be achieved through the introduction of more longer-distance strategic cycle routes and links to them.
EC1	Good quality employment opportunities for all	++	ST to LT	Improving connectivity through provision of strategic links is positive for increasing the size of the effective catchment area for employers. It could also widen the market for goods and services, hence profitability and job creation, due to journey time reliability improvements and/or reduction in journey times.
EC2	Good education and training opportunities for all which build the skills of the population	+	ST to LT	Improving connectivity through provision of strategic links is positive for increasing the size of the effective catchment area for education establishments and training opportunities.

EC3	Conditions for business success, stable economic growth and investment	++	ST to LT	<p>Improving connectivity is critical to maintain business success and investment. Providing high quality transport links that enable more reliable journey times is a positive for maintaining and expanding employers recruitment catchment areas as well as allowing successful business travel across a wider area.</p> <p>It could also enable widen the market for goods and services, hence profitability and job creation, due to journey time reliability improvements and/or reduction in journey times.</p>
EC4	Local food, health care, education / training needs and employment opportunities met locally.	+/-	ST to LT	<p>Improving connectivity is a positive for maintaining and expanding employers recruitment catchment areas, as well as allowing successful business travel across a wider area.</p> <p>It could also enable widen the market for goods and services, hence profitability and job creation, due to journey time reliability improvements and/or reduction in journey times.</p> <p>However, these same improvements could lead to food and other goods being sourced or delivered further away as markets expand and /or people travelling further as employment catchment areas expand.</p>
S1	Enhance access to York's urban and rural landscapes, public open space / recreational areas and leisure and cultural facilities for all	++	ST to LT	<p>This aim could directly meet this objective as improving connectivity through provision of strategic walking routes (through implementing the Public Rights of Way Improvement Plan, for example) and strategic cycle routes could increase ease of access to public open space / recreational areas and leisure and cultural facilities in a sustainable way..</p>
S2	Maintain or reduce York's existing noise levels	+/I	ST to LT	<p>Improving connectivity through provision of strategic links could reduce noise in some areas of York, but increase it in other areas. Achievement of this objective will depend upon implementation</p> <p>The potential increases in noise could be mitigated through landscaping (noise bunds or tree screening) and the promotion of alternative fuels and other technologies, which could lead to quieter vehicles.</p>

S3	Improve the health and well being of the York population	+/I	ST to LT	<p>Improving connectivity through provision of strategic walking and cycling links (including walking and cycling links to public transport stops and stations) could encourage more active travel, which will be a positive for people's health. Improving connectivity through provision of strategic links could also reduce noise and emissions in some areas of York, but increase them in other areas.</p> <p>Achievement of this objective will depend upon implementation</p> <p>The potential increases in noise could be mitigated through landscaping (noise bunds or tree screening) and the promotion of alternative fuels and other technologies, which could lead to quieter vehicles. The promotion of alternative fuels could also reduce emissions, thereby improving air quality.</p>
S4	Safety and security for people and property	+/-	ST to LT	<p>Providing new strategic links could lead to improved safety and security on existing routes due to traffic being abstracted onto the new links.</p> <p>New links should design-in safety mechanisms in order for them to be safe and attractive</p> <p>There is a potential for increased walking and/or cycling to or from new links adjacent to residential areas to increase the risk of burglary. In the longer term such concerns could be addressed by better designs leading to more natural surveillance..</p>
S5	Vibrant communities that participate in decision-making	O	N/a	There is no clear link between this aim and the objective.
S6	Reduce the need to travel by private car	I	ST to LT	<p>Improving connectivity through provision of strategic links could increase the length of journeys required to reach opportunities services or facilities. If such journeys can not be adequately catered for by public transport or cycling, it is likely that the need to travel by private car will increase.</p> <p>Achievement of this objective will depend upon implementation</p>

S7	Development which provide good access to and encourage use of public transport, walking and cycling	+/-	MT to LT	<p>This aim could help deliver developments that are located in highly accessible areas and/or help secure the provision of suitable designs and investment to make them more accessible.</p> <p>There is a potential for increased walking and/or cycling to or from new links adjacent to residential areas to increase the risk of burglary. In the longer term such concerns could be addressed by better designs leading to more natural surveillance...</p>
S8	A transport network that integrates all modes for effective non-car based movements	+/I	ST to LT	<p>This aim could directly meet this objective</p> <p>Improving connectivity through provision of pedestrian, cycling or public transport strategic links could prove positive in encouraging use of more sustainable forms of transport and facilitating better integration of them.</p> <p>However, if the links predominantly cater for private motorised transport integration between non-car modes is not likely to become more effective.</p> <p>Achievement of this objective will depend upon implementation.</p>
S9	Quality affordable housing available for all	O	N/a	There is no clear link between this principle and the objective
S10	Social inclusion and equity across all sectors	+/I	ST to LT	<p>Improving connectivity is a positive for enlarging the catchment area for various facilities, services and/or employment, education, or training opportunities, thereby increasing access to them.</p> <p>However, if the links predominantly cater for private motorised transport social exclusion could increase.</p> <p>Achievement of this objective will depend upon implementation.</p>
EN1	Land use efficiency that maximises the use of brownfield land	+	MT to LT	<p>This aim could help deliver developments that are located in highly accessible areas and/or help secure the provision of suitable designs and investment to make them more accessible.</p>
EN2	Maintain and improve a quality built environment and the cultural heritage of York and preserve the character and setting of the historic city of York	+/-	ST to LT	<p>Improving connectivity through provision of strategic links could remove a significant amount of through traffic from the city centre.</p> <p>Improving connectivity could also widen its visitor catchment area, thereby increasing travel to it, although the adverse effects could be mitigated through promoting travel to York by more sustainable forms of transport, such as cycling and use of public transport. .</p>

EN3	Conserve and enhance a bio-diverse, attractive and accessible natural environment	?/I	ST to LT	Improving connectivity through provision of walking and cycling links could improve access to the countryside. In providing walking and cycling links, the use of use of Green infrastructure could help mitigate any adverse effects and promote biodiversity. Other strategic links could remove a significant amount of through traffic from the city centre, but could also increase longer distance traffic and its associated pollutants, which could adversely affect habitats, although these could be mitigated by the promotion of alternative fuels and other technologies, which could lead to quieter vehicles and lower vehicle emissions. Achievement of this objective will depend upon implementation.
EN4	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change	+/-	ST to LT	Improving connectivity through provision of strategic links could remove a significant amount of through traffic from the city centre. However, improving connectivity could also make York more attractive for employment and tourism from a wider area, thereby increasing travel to it, particularly by longer distance traffic. The associated emissions, could be mitigated by the promotion of alternative fuels and other technologies
EN5	Improve air quality in York	+/I	ST to LT	Improving connectivity through provision of strategic links could remove a significant amount of through traffic from the city centre, thereby improving air quality in the AQMA and other areas. However, it could also increase emissions in other areas of the city, which could be mitigated by the promotion of alternative fuels and other technologies. Achievement of this objective will depend upon implementation.
EN6	The prudent and efficient use of energy, water and other natural resources	O	N/a	There is no clear link between this aim and the objective.
EN7	Reduce pollution and waste generation and increase levels of reuse and recycling	+/I	ST to LT	Improving connectivity through provision of strategic links could remove a significant amount of through traffic from the city centre. It could also increase longer distance traffic. and its associated emissions, although these could be mitigated by the promotion of alternative fuels and other technologies. Achievement of this objective will depend upon implementation.

EN8	Maintain and improve water quality	O	N/a	There is no clear link between this aim and the objective.
EN9	Reduce the impact of flooding to people and property in York.	+/I		The provision of strategic links could also include diversionary/alternate routes to maintain access by all forms of transport. It could also increase longer distance traffic and its associated pollutants, such as CO ₂ , which could otherwise lead to increasing (winter) rainfall through climate change, although these could be mitigated by the promotion of alternative fuels and other technologies.
<p>Recommendations:</p> <ul style="list-style-type: none"> ○ Need a balanced approach to delivering connectivity improvements for private, public and freight transport as people and goods may travel further as employment and education/training centre catchment areas and markets expand. 				

Strategic Transport Aim 3 – Support and Implement Behavioural Change

Description:				
<p>The LTP3 will aim to encourage and enable residents and visitors to York to use sustainable modes of transport for appropriate journeys. Encouraging people to be less reliant on their car will be done through education, information and awareness campaigns. Part of this is the need to make people aware of how transport choice effects the environment, their health and safety.</p> <p>How this might be achieved:</p> <ul style="list-style-type: none"> • Partnership working with other organisations, such as the health sector. • Development and implementation of travel plans • Training • Marketing campaigns. 				
Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: Reduction of York's Ecological Footprint	+	ST to LT	This aim could directly meet this objective as giving people the information, training and encouragement they need to use more sustainable and / or (more particularly) more active forms of transport, whenever they can, could lead to their greater use and hence a lower consumption of fossil fuels. Although transport is a contributor to York's Ecological Footprint, it is not the largest contributor. However, any progress made in reducing transport related emissions will reduce York's Ecological Footprint.
EC1	Good quality employment opportunities for all	++	ST to LT	Providing full information about the transport options available to people and encouraging them to use more sustainable/active forms of transport could enable them to access jobs they might have otherwise perceived to have been inaccessible to them . Encouraging more use of public transport could not only keep existing services viable, but make them suitably attractive to warrant their expansion. This could, in turn, expand the catchment area for employers as fewer employees would be reliant on private motorised transport for getting to work.

EC2	Good education and training opportunities for all which build the skills of the population	++	ST to LT	<p>Providing full information about the transport options available to people and encouraging them to use more sustainable/active forms of transport could enable them to access the education and training they might have otherwise perceived to have been inaccessible to them .</p> <p>Encouraging more use of public transport could not only keep existing services viable, but make them suitably attractive to warrant their expansion. This could, in turn, expand the catchment area for education and training facilities as fewer students/trainees would be reliant on private motorised transport for getting to work.</p>
EC3	Conditions for business success, stable economic growth and investment	++	ST to LT	<p>This aim could directly meet this objective through:</p> <ul style="list-style-type: none"> • Increasing the catchment area for employees (who may not have otherwise been aware of how they could travel to employment opportunities) • A more healthy and productive workforce as more people use active forms of travel more of the time. • Reducing transport costs through more efficient transport management. • More efficient use of space (as less space may be devoted to car parking)
EC4	Local food, health care, education / training needs and employment opportunities met locally.	+	ST to LT	<p>Providing full information about the transport options available to people and encouraging them to use more sustainable/active forms of transport could enable them to access the Opportunities, services or facilities they might have otherwise perceived to have been inaccessible to them .</p>
S1	Enhance access to York's urban and rural landscapes, public open space / recreational areas and leisure and cultural facilities for all	+	ST to LT	<p>Providing full information about the transport options available to people and encouraging them to use more sustainable/active forms of transport could enable them to access the facilities they might have otherwise perceived to have been inaccessible to them .</p>
S2	Maintain or reduce York's existing noise levels	+/-	ST to LT	<p>Providing full information about the transport options available to people and encouraging them to use more sustainable/active forms of transport could reduce noise.</p> <p>Expansion of the public transport network might increase noise and vibrations in some areas, although this could be mitigated through new vehicle technologies.</p>

S3	Improve the health and well being of the York population	++	ST to LT	Providing full information about the transport options available to people and encouraging them to use more sustainable and (more particularly), more active forms of transport could directly improve people's physical and mental health. It could also reduce traffic and associated emissions, thereby improving air quality.
S4	Safety and security for people and property	++	ST to LT	This aim could directly meet this objective as the increase in use of more sustainable forms of travel, such as walking and cycling, could increase motorised vehicle drivers' awareness of their presence and so adopt safer driving techniques. More training for pedestrians and cyclist could improve safety. Higher numbers of public transport users could improve perceived and actual personal safety issues relating to travel on public transport, particularly in the hours of darkness, due to 'safety in numbers'.
S5	Vibrant communities that participate in decision-making	O	N/a	There is no clear link between this principle and the objective.
S6	Reduce the need to travel by private car	++	ST to LT	This aim could directly meet this objective as it could give people the information, training and encouragement they need to use more sustainable and / or (more particularly) more active forms of transport, whenever they can, thereby reducing their reliance on the private car.
S7	Development which provide good access to and encourage use of public transport, walking and cycling	+/I	MT to LT	This aim could give developers the information, and guidance they need to design and build developments that enable the use of more sustainable forms of transport. The preparation, implementation and appropriate monitoring of travel plans could make a substantial positive contribution to this objective, but achievement of this objective will depend upon implementation.
S8	A transport network that integrates all modes for effective non-car based movements	O	N/a	Although there is no clear link between this aim and the objective, giving people the information, training and encouragement they need could make it easier for them use more sustainable forms of transport, whenever they can.
S9	Quality affordable housing available for all	O	N/a	There is no clear link between this principle and the objective.

S10	Social inclusion and equity across all sectors	+	ST to LT	<p>Providing full information about the transport options available to people and encouraging them to use more sustainable/active forms of transport could enable them to access opportunities, services and facilities they might have otherwise perceived to have been inaccessible to them .</p> <p>Encouraging more use of public transport could not only keep existing services viable, but make them suitably attractive to warrant their expansion. This could, in turn, make it easier for people who are currently excluded from fully carrying-out their everyday activities to do so.</p>
EN1	Land use efficiency that maximises the use of brownfield land	+	MT to LT	<p>This aim could give developers the information, and guidance they need to design and build developments on suitable brownfield sites that have access strategies that maximise the use of sustainable forms of transport. However, achievement of this objective is dependent upon implementation.</p>
EN2	Maintain and improve a quality built environment and the cultural heritage of York and preserve the character and setting of the historic city of York	+	ST to LT	<p>This aim could give people the information, training and encouragement they need to use more sustainable forms of transport, whenever they can, thereby reducing their reliance on the private car, thus reducing traffic in the city.</p>
EN3	Conserve and enhance a bio-diverse, attractive and accessible natural environment	+	ST to LT	<p>This aim could give people the information, training and encouragement they need to use more sustainable forms of transport, whenever they can, thereby reducing their reliance on the private car, thus reducing traffic and its associated emissions</p>
EN4	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change	+	ST to LT	<p>This aim could give people the information, training and encouragement they need to use more sustainable forms of transport, whenever they can, thereby reducing their reliance on the private car, thus reducing traffic and its associated emissions</p>
EN5	Improve air quality in York	++	ST to LT	<p>This aim could directly meet this objective as it could give people the information, training and encouragement they need to use more sustainable forms of transport, whenever they can, thereby reducing their reliance on the private car, thus reducing traffic and its associated emissions, particularly in the city centre, where the principal AQMA is located.</p>

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EN6	The prudent and efficient use of energy, water and other natural resources	+	ST to LT	This aim could give people the information, training and encouragement they need to use more sustainable forms of transport, whenever they can, thereby reducing their reliance on the private car and the fuels used to power them
EN7	Reduce pollution and waste generation and increase levels of reuse and recycling	+	ST to LT	This aim could give people the information, training and encouragement they need to use more sustainable forms of transport, whenever they can, thereby reducing their reliance on the private car, thus reducing traffic and its associated emissions
EN8	Maintain and improve water quality	0	N/a	There is no clear link between this principle and the objective.
EN9	Reduce the impact of flooding to people and property in York.	++	ST to LT	This aim could directly meet this objective as it could give people the information, training and encouragement they need to use more sustainable forms of transport, whenever they can, thereby reducing their reliance on the private car, thus reducing traffic and its associated emissions, particularly CO ₂ which could otherwise lead to increasing (winter) rainfall through climate change.
Recommendations:				
○				

Strategic Transport Aim 4 – Tackle Transport Emissions

Description:

Transport contributes to the carbon footprint of York due to Carbon Dioxide (CO₂) emissions from vehicles. Transport also affects air quality in York due to other vehicle emissions, mainly nitrogen oxides (NO_x). LTP3, alongside other policies, will aim to reduce CO₂ and NO_x

How this might be achieved:

Through the promotion of less polluting fuels and other technology developments, and the reduction of vehicle numbers.

Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: Reduction of York's Ecological Footprint	+	ST to LT	This aim could lead to a significant reduction in vehicle emissions. Although transport is a contributor to York's Ecological Footprint, it is not the largest contributor. However, any progress made in reducing transport related emissions will reduce York's Ecological Footprint.
EC1	Good quality employment opportunities for all	?/I	ST to LT	The promotion of alternative fuels and other technologies may lead to business start-up or expansion opportunities in this field. However, introducing measures that restrict the movement of vehicles in and around the city could have an adverse affect on the economy. Achievement of this objective will depend upon implementation.
EC2	Good education and training opportunities for all which build the skills of the population	O	N/a	There is no clear link between this principle and the objective, although the promotion of alternative fuels and other technologies may lead to business start-up or expansion opportunities in this field

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EC3	Conditions for business success, stable economic growth and investment	?/I	ST to LT	The promotion of alternative fuels and other technologies may lead to business start-up or expansion opportunities in this field. However, introducing measures that restrict the movement of vehicles in and around the city could have an adverse affect on the economy. Achievement of this objective will depend upon implementation.
EC4	Local food, health care, education / training needs and employment opportunities met locally.	O	N/a	There is no clear link between this aim and the objective.
S1	Enhance access to York's urban and rural landscapes, public open space / recreational areas and leisure and cultural facilities for all	O	N/a	There is no clear link between this aim and the objective.
S2	Maintain or reduce York's existing noise levels	+	ST to LT	The promotion of alternative fuels and other technologies could lead to quieter vehicles and/or vehicles that cause fewer ground-borne vibrations. Reducing vehicle numbers could also reduce noise.
S3	Improve the health and well being of the York population	++	ST to LT	This aim could directly meet this objective as reducing traffic and its associated emissions could reduce severance and improve air quality or otherwise improve people's quality of life through improving the local environment (e.g. lower traffic volumes could reduce accidents).
S4	Safety and security for people and property	+	ST to LT	This aim could reduce traffic in the city thereby making it safer for people to use more sustainable forms of transport, such as walking and cycling. Reducing traffic could also improve road safety.
S5	Vibrant communities that participate in decision-making	O	N/a	There is no clear link between this aim and the objective.
S6	Reduce the need to travel by private car	I	ST to LT	This aim could reduce traffic in the city thereby making it safer and easier for people to use more sustainable forms of transport, such as walking and cycling. It could also, by easing congestion, improve the reliability of public transport in the city. Making these more sustainable travel options safer and easier to use could have a positive effect on reducing reliance on the private car.

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S7	Development which provide good access to and encourage use of public transport, walking and cycling	O	N/a	There is no clear link between this aim and the objective.
S8	A transport network that integrates all modes for effective non-car based movements	O	N/a	There is no clear link between this aim and the objective.
S9	Quality affordable housing available for all	O	N/a	There is no clear link between this aim and the objective.
S10	Social inclusion and equity across all sectors	O	N/a	There is no clear link between this aim and the objective, although reducing traffic in the city make it safer and easier for people to use more sustainable forms of transport, such as walking and cycling. Also reducing vehicle emissions could have a positive effect on people's health, particularly in areas of the city that experience relatively high levels of traffic
EN1	Land use efficiency that maximises the use of brownfield land	O	N/a	There is no clear link between this aim and the objective.
EN2	Maintain and improve a quality built environment and the cultural heritage of York and preserve the character and setting of the historic city of York	+	ST to LT	This aim could reduce traffic and its associated emissions, particularly in the city centre. This in turn could lead to improved access to the city centre by more active forms of transport and more reliable bus services to the city and be a positive influence for enhancing the character and setting of the historic city (augmented by complementary policies such as the Local Development Framework City Centre Area Action Plan). New vehicle and fuel technologies, could reduce emissions, thereby improving air quality, as well as reducing other adverse impacts.
EN3	Conserve and enhance a bio-diverse, attractive and accessible natural environment	+	ST to LT	This aim could reduce traffic and its associated emissions, thereby reducing adverse impacts on the natural environment
EN4	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change	+	ST to LT	This aim could lead to a significant reduction in vehicle emissions including CO ₂
EN5	Improve air quality in York	++	ST to LT	This aim could lead to a significant reduction in the number of vehicles and vehicle emissions, including those which contribute to poor air quality, particularly in the AQMAS.

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EN6	The prudent and efficient use of energy, water and other natural resources	+	ST to LT	This aim could lead to a reduction in the number of vehicle-kilometres travelled hence fuel use and emissions. New vehicle and fuel technologies could also lead to a further reduction in fuel use and vehicle emissions.
EN7	Reduce pollution and waste generation and increase levels of reuse and recycling	+	ST to LT	This aim could lead to a reduction in the number of vehicle-kilometres travelled hence fuel use and emissions. New vehicle and fuel technologies could also lead to a further reduction in fuel use and vehicle emissions.
EN8	Maintain and improve water quality	O	N/a	There is no clear link between this principle and the objective
EN9	Reduce the impact of flooding to people and property in York.	++	ST to LT	This aim could lead to a reduction in traffic and a significant reduction in its associated emissions, particularly CO ₂ which could otherwise lead to increasing (winter) rainfall through climate change.
Recommendations:				
○				

Strategic Transport Aim 5 – Improve the public realm

Description:

This aim is for transport and transport measures to enable an attractive city to thrive and to improve the public spaces throughout York. Transport can support this through, for example, having fewer vehicles in the city centre.

How this might be achieved:

Having an appropriate freight policy, introducing measures such as low emission zones (as part of a wider low emissions strategy) and creating an environment that promotes better health, safety and well-being.

Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: Reduction of York's Ecological Footprint	?/I	LT	This aim could lead to a change of function of many of the streets and roads in and around the city centre, thereby making access easier and safer for more sustainable forms of transport, particularly more active forms of travel. Although transport is a contributor to York's Ecological Footprint, it is not the largest contributor. However, any progress made in reducing transport related emissions will reduce York's Ecological Footprint.
EC1	Good quality employment opportunities for all	O	N/a	There is no clear link between this aim and the objective, although a more attractive environment could attract more investment and employment in the city.
EC2	Good education and training opportunities for all which build the skills of the population	O	N/a	There is no clear link between this aim and the objective, but see EC1 comment.
EC3	Conditions for business success, stable economic growth and investment	O	N/a	There is no clear link between this aim and the objective.
EC4	Local food, health care, education / training needs and employment opportunities met locally.	O	N/a	There is no clear link between this aim and the objective.

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S1	Enhance access to York's urban and rural landscapes, public open space / recreational areas and leisure and cultural facilities for all	+	LT	This aim could lead to easier access to landscapes and facilities, through, for example, the development of a 'greenways' network and better use of the Public Rights of Way network
S2	Maintain or reduce York's existing noise levels	+/I	ST to LT	This aim could lead to a change of function of many of the streets and roads in and around the city centre, thereby making access easier for more sustainable forms of transport and reducing the adverse impacts of motorised traffic, including noise. Displacement of traffic could increase noise in other parts of the city, although this could be mitigated by vehicle technology improvements. Achievement of this objective will depend upon implementation
S3	Improve the health and well being of the York population	+/I	ST to LT	This aim could lead to a change of function of many of the streets and roads in and around the city centre, thereby making access easier for more sustainable forms of transport and reducing the adverse impacts of motorised traffic, including emissions. Displacement of traffic could cause air quality issues, increased noise or severance in other parts of the city, although this could be mitigated by vehicle technology improvements. Achievement of this objective will depend upon implementation
S4	Safety and security for people and property	+/I	ST to LT	This aim could lead to a change of function of many of the streets and roads in and around the city centre, thereby making access easier for more sustainable forms of transport and reducing the adverse impacts of motorised traffic, including emissions. Displacement of traffic could cause air quality issues, increase noise/severance and increase the risk of road accidents in other parts of the city. Achievement of this objective will depend upon implementation
S5	Vibrant communities that participate in decision-making	O	N/a	There is no clear link between this aim and the objective.
S6	Reduce the need to travel by private car	+	ST to LT	Improving the public realm, particularly linked internal and external routes for pedestrian and cyclists primarily, could discourage short journeys by car.

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S7	Development which provide good access to and encourage use of public transport, walking and cycling	+	MT to LT	This aim encourages walking and cycling through the network of linked public realm. This could have a positive impact on this objective.
S8	A transport network that integrates all modes for effective non-car based movements	+	ST to LT	This aim could lead to better consideration of the function of the public realm in relation to transport and connectivity, which could in turn lead to a more integrated transport network.
S9	Quality affordable housing available for all	O	N/a	There is no clear link between the aim and the objective
S10	Social inclusion and equity across all sectors	+	N/a	This aim could lead to people having better access to public space thereby being more able enjoy them and take part in activities which will help to bring together the community and get them involved in the local area.
EN1	Land use efficiency that maximises the use of brownfield land	O	N/a	There is no clear link between the aim and the objective
EN2	Maintain and improve a quality built environment and the cultural heritage of York and preserve the character and setting of the historic city of York	++	LT	This aim could directly meet this objective as improving the public realm could help to achieve a quality built environment. Ensuring that existing features from York's character or Green Infrastructure network are planned-in could be instrumental in the success of achieving this objective.
EN3	Conserve and enhance a bio-diverse, attractive and accessible natural environment	+/I	ST to LT	This aim could lead to a change of function of many of the streets and roads in and around the city centre, thereby making access easier for more sustainable forms of transport and reducing the adverse impacts of motorised traffic, including emissions. Displacement of traffic could cause air quality issues, increased noise or severance in other parts of the city. Achievement of this objective will depend upon implementation
EN4	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change	+/I	ST to LT	This aim could lead to a change of function of many of the streets and roads in and around the city centre, thereby making access easier for more sustainable forms of transport and reducing the adverse impacts of motorised traffic, including emissions. Displacement of traffic could cause air quality issues, increased noise or severance in other parts of the city. Achievement of this objective will depend upon implementation

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EN5	Improve air quality in York	+/I	ST to LT	This aim could lead to a change of function of many of the streets and roads in and around the city centre, thereby making access easier for more sustainable forms of transport and reducing the adverse impacts of motorised traffic, including emissions. Displacement of traffic could cause air quality issues, increased noise or severance in other parts of the city. Achievement of this objective will depend upon implementation
EN6	The prudent and efficient use of energy, water and other natural resources	O	LT	There is no clear link between this principle and the objective
EN7	Reduce pollution and waste generation and increase levels of reuse and recycling	+/-	ST to LT	This aim could lead to a change of function of many of the streets and roads in and around the city centre, thereby making access easier for more sustainable forms of transport and reducing the adverse impacts of motorised traffic, including emissions. Displacement of traffic could cause air quality issues, increased noise or severance in other parts of the city. Achievement of this objective will depend upon implementation
EN8	Maintain and improve water quality	O	LT	There is no clear link between this aim and the objective
EN9	Reduce the impact of flooding to people and property in York.	O	LT	There is no clear link between this principle and the objective
Recommendations:				
○				

Summary of Appraisal Scores

Key to the appraisal matrices		Likely effect on the SA Objective																																				
++		The strategic aim is likely to have a very positive impact																																				
+		The strategic aim is likely to have a positive impact																																				
0		No significant effect / no clear link																																				
?		Uncertain or insufficient information on which to determine impact																																				
-		The strategic aim is likely to have a negative impact																																				
--		The strategic aim is likely to have a very negative impact																																				
I		The strategic aim could have a positive or a negative impact depending on how it is implemented																																				
Objectives	Headline Objective	EC1	EC2	EC3	EC4	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	EN1	EN2	EN3	EN4	EN5	EN6	EN7	EN8	EN9														
Strategic Aim 1	+	+	+	+	+	+	+	I	++	+	-	0	++	+	I	++	0	+	+	+	I	?	I	+	I	+	I	I	++	0	0							
Strategic Aim 2	+	-	++	+	++	+	-	++	+	I	+	I	+	-	0	I	+	-	+	I	0	+	I	+	+	-	?	I	+	-	+	I	0	+	I	0	+	I
Strategic Aim 3	+	++	++	++	+	+	+	-	++	++	0	++	+	I	0	0	+	+	+	+	++	++	+	+	0	++												
Strategic Aim 4	+	?	I	0	?	I	0	0	+	++	+	0	I	0	0	0	0	+	+	+	++	+	+	0	++													
Strategic Aim 5	?	I	0	0	0	0	+	+	I	+	I	+	I	0	+	+	+	0	+	0	++	+	I	+	I	+	I	0	+	-	0	0	0	0	0	0	0	