

THE VISION
A thriving, sustainable (economically, socially and environmentally), vibrant community..... where traffic will be less congestedand everyone can access services and enjoy a better quality of life (including better air quality), without dependence on the availability of a carand with greater safety and security

THEMES (CHALLENGES)	Shared Priorities (with Government)				
	Tackling Congestion	Improving Accessibility for all	Improving Safety	Improving Air Quality and other Quality of Life Issues	Supporting the Local Economy (and other strategies)
HEADLINE OUTCOMES (TARGETS)	<ul style="list-style-type: none"> • Limit traffic growth to 7% • Reduce car modal split by 3.5% 	<ul style="list-style-type: none"> • Bus trips up 46.5% • P & R passengers up 40% • Walking in city centre up 15% • Cycling to work up 1% and 3% overall 	<ul style="list-style-type: none"> • Reduce Killed or Seriously Injured accidents by 45% (Stretched Target) 	<ul style="list-style-type: none"> • Mean of all annual average nitrogen dioxide concentrations measured within the AQMA not to exceed 30µg/m³ 	<ul style="list-style-type: none"> • All of the preceding headline outcomes will support the local economy by making York a more attractive city (to visitors, residents and investors) that is easier to get to and around.

Note All of the above headline outcomes and the following measures may contribute to several themes but have been shown relative to the main one that applies

OBJECTIVES	<ul style="list-style-type: none"> • Encourage informed travel choice • Maintain and make better use of the existing network • Improve journey reliability 	<ul style="list-style-type: none"> • Provide accessible and affordable links to key services • Improve integration within and between all forms of travel • support development that reduces the need to travel and or enables travel by more sustainable modes 	<ul style="list-style-type: none"> • Improve levels of safety for all forms of travel and enhance community safety 	<ul style="list-style-type: none"> • Improve air quality, maintain and protect the built and natural environment of the city • Increase levels of physical activity and provide wider access to health and social care • Maximise the overall benefits of transport and/or developments, to the local community 	<ul style="list-style-type: none"> • Maintain high levels of employment through enhancing and supporting the needs of the local economy in a sustainable manner • Longer-term objectives (to 2021)
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ELEMENTS	<ul style="list-style-type: none"> • Demand management • Selective Highway Improvements • Reallocation of road space • Effective management of the network 	<ul style="list-style-type: none"> • integrated transport network • Modal shift away from the private car • Public transport provision and promotion • Smarter travel choices • Improved walking and cycling routes 	<ul style="list-style-type: none"> • A continued focus on a 'Hierarchy of Transport Users' • Engineering, Education and Enforcement 	<ul style="list-style-type: none"> • Air Quality Action Plan 	<ul style="list-style-type: none"> • Improved forward planning (Through informing the Local Development Framework)
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THE STRATEGY (MECHANISM), MEASURES AND TIMESCALE
SEE FOLLOWING DIAGRAM AND ATTACHED ACTION PLAN

THE KEY THEME

The consultations undertaken for formulating LTP2 showed that local residents and stakeholders identified ‘congestion’ as their main area of concern, with businesses believing ‘reducing congestion’ to be the most important issue facing the city. Tackling congestion, is, therefore, the primary focus of LTP2 as doing so also contributes significantly to all of the other themes.

THE ISSUE

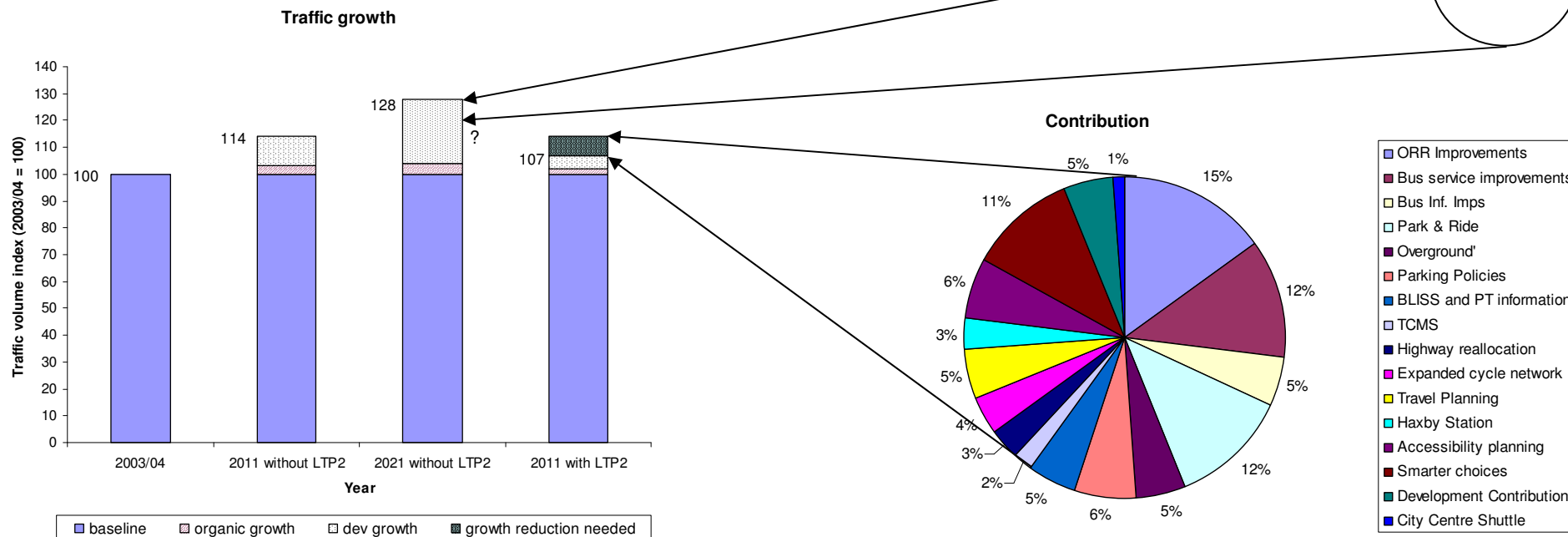
The continuation and expansion of development that has taken place in the city over recent years will, together with ‘organic growth’ add a significant level of transport demand (primarily private car) on the city’s transport network. It is likely that the network will struggle to cope with this level of demand unless further investment is made to improve capacity and demand management measures are introduced to restrain traffic growth (to 7% by 2011 instead of the predicted 14% in the absence of such measures as intended within LTP2).

THE STRATEGY (MECHANISM)

The mechanism by which the issue is anticipated to be addressed consists of the following:

- i) Improve the Outer Ring Road (junctions) to improve capacity and reduce vehicle delays along it to encourage drivers away from undertaking cross city movements along the radial routes,
- ii) thereby reducing traffic levels along the radial routes allowing capacity reallocation to improve journey times and safety for more sustainable forms of transport, such as walking, cycling and public transport; thereby
- iii) enabling further improvements to bus services, augmented by improvements to and expansion of the cycle network and pedestrian routes, supported by;
- iv) suitable promotion, marketing and travel planning to raise the awareness of the more sustainable travel options in the city,
- v) utilising developer contributions for improving the network as appropriate.

This is represented in the following diagrams.



LOCAL TRANSPORT PLAN 2006-2011 – THE ACTION PLAN

Annex B

Shared Priority	Scheme	Short Term					Medium Term 2011/2016	Long Term 2016/2021	Core Aim ^{1,2}	Targets ³											Also contributes to:			
		06/07	07/08	08/09	09/10	10/11				1	2	3	4	5	6	7	8	9	10	11				
Tackling Congestion	Traffic Congestion Management System roll-out								2,7			Y												
	A64 Hopgrove Roundabout		◆						2,4	Y			Y	Y										
	Moor Lane Roundabout		◆						4, (2)	Y			Y	Y										
	Other ORR Improvements					◆			2,4	Y			Y	Y										
	Bus Lanes (A19 N&S, Wigginton Road)					◆			1,2,7	Y	Y	Y			Y	Y	Y			Y	Y			
	High Occupancy Vehicle Lane					◆			1,2,7	Y	Y	Y			Y	Y	Y			Y	Y		AQ	
	Bus Priorities (Radial Routes & FTR)					◆			1,2,7	Y	Y	Y			Y	Y	Y			Y	Y			
	Designer Outlet P&R Relocation	◆							1,2,7	Y	Y	Y				Y	Y	Y	Y	Y	Y		AQ	
	Askham Bar P&R Expansion		◆						1,2,7	Y	Y	Y				Y	Y	Y	Y	Y	Y		AQ	
	Grimston Bar P&R Expansion					◆			1,2,7	Y	Y	Y				Y	Y	Y	Y	Y	Y		AQ	
	A59 P&R					◆			1,2,7	Y	Y	Y				Y	Y	Y	Y	Y	Y		AQ	
	Wigginton Rd P&R					◆			1,2,7	Y	Y	Y				Y	Y	Y	Y	Y	Y		AQ	
	FTR Roll-out on other routes		◆						1,2,5,7	Y	Y	Y				Y	Y	Y	Y	Y	Y			
	Further Development of FTR					◆			1,2,5,7	Y	Y	Y				Y	Y	Y	Y	Y	Y			
	City Centre Public Transport Access Improvements		◆						1,2,7	Y	Y	Y			Y	Y	Y	Y	Y	Y	Y		AQ	
	Development of orbital routes and transport interchange points			◆					1,2,7 (3)	Y	Y	Y					Y			Y	Y		A	
	Extension of BLISS					◆			1,2,7	Y		Y			Y									
	Real-time Information provision	◆							1,2			Y												
	Personalised journey planning	◆							1,2,5,7	Y	Y	Y					Y				Y		A	
	Segregated off-road cycle routes					◆			1,2,6,7	Y	Y	Y	Y				Y			Y			AQ	
	New pedestrian/cycle bridge					◆			1,2,5,6,7	Y	Y	Y					Y			Y			A	
	Address pinch-points on cycle network					◆			1,2,5,7	Y	Y	Y					Y	Y	Y					
	PROW links	◆							1,5,6,7								Y							
	Expansion of Footstreets	◆							3,4,5	Y			Y	Y		Y								
Car clubs	◆							1,2,5,7			Y				Y									
Haxby Station					◆			1,2,5,7	Y	Y	Y							Y	Y			A, AQ		
Harrogate Line					◆			1,2,5,7	Y										Y			A, AQ		
Beverley Line					◆			1,2,5,7	Y										Y			A, AQ		

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		06/07	07/08	08/09	09/10	10/11				1	2	3	4	5	6	7	8	9	10	11				
Accessibility	Park & Cycle	◆	◆	◆	◆	◆	◆	◆	1,5		Y								Y					
	City centre shuttle scheme	◆	◆	◆	◆	◆	◆	◆	5		Y						Y		Y					AQ
	Accessibility improvements for retail, education & leisure destinations	◆	◆	◆	◆	◆	◆	◆	1,2,5,7	Y	Y	Y							Y	Y				AQ
Safer Roads & Communities	Targeted speed enforcement	◆	◆	◆	◆	◆	◆	◆	4				Y											
	SPLIT camers/vehicle speed inhibitors	◆	◆	◆	◆	◆	◆	◆	4				Y											
	Cycling/walking safer routes expansion	◆	◆	◆	◆	◆	◆	◆	1,2,4,7			Y	Y				Y	Y						C, AQ
	ORR underpasses (Strensall)	◆	◆	◆	◆	◆	◆	◆	1,2,4,7		Y	Y	Y				Y	Y						
	Self-indicating roads	◆	◆	◆	◆	◆	◆	◆	4				Y											
	Traffic calming measures	◆	◆	◆	◆	◆	◆	◆	4				Y											
	SSZ review	◆	◆	◆	◆	◆	◆	◆	1,4			Y	Y				Y							C, AQ
	Access controls outside schools	◆	◆	◆	◆	◆	◆	◆	1,4			Y	Y				Y	Y						
	Maintenance inc PROW	◆	◆	◆	◆	◆	◆	◆	4					Y										
	"Your Driving, Your Business" campaign	◆	◆	◆	◆	◆	◆	◆	4				Y											
	Further road safety campaigns	◆	◆	◆	◆	◆	◆	◆	4				Y											
	Education & practical training	◆	◆	◆	◆	◆	◆	◆	4			Y	Y						Y					

LOCAL TRANSPORT PLAN 2006-2011 – THE ACTION PLAN

Annex B

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		06/07	07/08	08/09	09/10	10/11				1	2	3	4	5	6	7	8	9	10	11			
Better Air Quality	LEZ feasibility study	◆	◆	◆	◆	◆			1, 2, 7			Y				Y							C
	LEZ implementation						◆	◆	1, 2, 7			Y				Y							C
	Incentives for smaller vehicles/alternative fuel vehicles	◆	◆	◆	◆	◆			7			Y		Y		Y							
	Priority measures for alternative fuel vehicles (link to LEZ)						◆	◆	7			Y		Y		Y							
	Car sharing	◆	◆	◆	◆	◆			1,2,7			Y		Y		Y							C
	Lorry routing strategy	◆	◆	◆	◆	◆			2,3,7	Y				Y		Y							C
	Possible freight consolidation centre						◆	◆	2,3,7	Y				Y		Y							C
Culture, Health & Well-being	Better-maintained pedestrian & cycle networks	◆	◆	◆	◆	◆			1,2,7		Y	Y		Y		Y	Y					C, AQ	
	Co-ordination of street works with neighbourhood initiatives	◆	◆	◆	◆	◆			8	Y				Y					Y				
	Further feasibility work on the development of river transport	◆	◆	◆	◆	◆			1,3,7	Y						Y						C, AQ	
	Enhancement of river environments	◆	◆	◆	◆	◆			3,7	Y				Y		Y			Y				
	Improved street furniture design	◆	◆	◆	◆	◆			3,7							Y			Y				
	Open up more of the riverside to the public	◆	◆	◆	◆	◆			3,7					Y		Y			Y				
	Developing cycle and walking routes along river corridors	◆	◆	◆	◆	◆			1,2,7			Y		Y		Y	Y					C, AQ	
	Secure funding for environmental improvements through new developments	◆	◆	◆	◆	◆			3,7	Y				Y		Y			Y	Y			
	Enhancing Education & the City's Economy	Transport schemes linked to new developments	◆	◆	◆	◆	◆			1,2,3,7	Y		Y		Y		Y			Y	Y		C, A, AQ
York Central Major Scheme Bid							◆	◆	1,2,3,7	Y		Y		Y		Y		Y	Y	Y		C, A, AQ	
Freight bikes		◆	◆	◆	◆	◆			1,2,3,7	Y				Y		Y						C, AQ	
Freight Quality Partnership		◆	◆	◆	◆	◆			1,2,3,7	Y				Y		Y						C, AQ	

Notes

1. For Core Aims see Chapter 5
2. Main Core aims relative to scheme are shown. Other Core aims may also apply
3. For Targets see Chapter 8