



LOCAL TRANSPORT PLAN 2011-2031



Sustainability Appraisal Findings



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Introduction

- 1.1 This document, termed the Sustainability Appraisal Findings (SAF), includes the sustainability appraisal matrices and summary table arising from the Sustainability Appraisal (SA) carried out on the City of York's Local Transport Plan 2011-2031 (LTP3). The SAF should be taken into consideration and reflected within the published LTP3, due to come into effect on or before 31 March 2011 (as a final draft, subject to Adoption by Full Council on 07 April 2011), to ensure that it maximises its contribution to future sustainability. A more detailed SA report will be issued shortly to statutory consultees. Responses to the SA report from the statutory consultees, together with any proposed actions for future revision(s) of LTP3 will be published as an addendum to the full SA report.
- 1.2 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 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.
- 1.3 Although the requirement to undertake SA and SEA is distinct, it is possible to combine them into a single appraisal process. Therefore, the SEA and SA processes have been combined.
- 1.4 The SAF for LTP3 shows the assessment for each the five strategic transport themes contained within LTP3 and their associated aims against the relevant SA sustainability objectives of York's emerging Local Development Framework (as identified in the SA Scoping report and listed in Table 1). This has been carried out to understand the positive and negative impacts of each aim and determine how compatible it is with sustainable development principles.
- 1.5 Following consultation on an earlier Outline Sustainability Assessment (OSA) of the Draft Framework LTP3 with key statutory consultees, due consideration has been given to comments received (as shown in the following pages) in preparing the Full LTP3 and its SA. The SA process also involves monitoring the agreed indicators, which will begin once LTP3 is in place.

Outline Sustainability Appraisal Responses and proposals for taking them forward

Consultee	Strategic Aim	OSA Objective	Consultation Comment	Proposed Action / Comment
CoYC Sustainability Officer	1 to 5	Headline objective (reduction of Ecological Footprint)	Transport accounts for 19% of York's ecological footprint. Therefore the impact of LTP3 is greater than stated in the OSA. Score increased to ++	Agreed. To be taken forward to the full SA
	1	Description	Need a better definition of quality and what a suitable trip is	Agreed. To be taken forward to the full SA
		S1	Need to avoid degradation of landscapes etc. if access to them is improved	Agreed. To be taken forward to the full SA
		S2 & S4	Need to consider safety when introducing quiet(er) vehicles	Agreed. To be taken forward to the full SA
		EN2	Concerns relating to the negative affects of too large public transport vehicles in the city on the built environment.	Not expecting any vehicles larger than the largest currently used
		EN5	Concerns regarding the affects of an increase in diesel-powered public transport	Higher order Euro standards set substantially reduced allowable emission levels. This has to be balanced with other vehicle advances to avoid higher fuel consumption.
	2	EN2	Need to give due consideration to the underlying archaeology and its protection	Agreed. To be taken forward to the full SA
		EN6	Need to use recycled construction materials wherever possible in the construction of strategic links	Agreed. To be taken forward to the full SA
		EN9	Inappropriately implemented infrastructure may increase surface runoff	Agreed. To be taken forward to the full SA
	3	S10	Public transport needs to be priced appropriately to allow all segments of society to take advantage. The development of 'incentives' could allow this.	Agreed. To be taken forward to the full SA

Consultee	Strategic Aim	OSA Objective	Consultation Comment	Proposed Action / Comment
	4	S6	Promoting alternatively-fuelled vehicles could increase congestion as more people take advantage of the opportunities they provide	Agreed, as people may perceive the environmental dis-benefits of using private transport are mitigated/outweighed by the benefits from using alternative technologies. Congestion delay may still be a governing factor. To be taken forward to the full SA
English Heritage	General Comment		No record of having been consulted on a Scoping Report for this latest Local Transport Plan for the City of York.	A draft Scoping Report has been prepared as an update of the LTP2 scoping report, and has not been subject to formal consultation. A full Scoping Report (as an update to the LTP2 scoping report) is intended to accompany the Full SA.
			The Aims are extremely broad and could well include specific measures which might have negative effects upon the historic environment of the city. The Environment Report will need to assess each of the specific LTP3 proposals under these Aims.	Agreed. To be taken forward to the full SA
			English Heritage strongly advises that the Council's conservation and archaeological staff are closely involved throughout the preparation and implementation of the assessment of the LTP.	Agreed.
Natural England	General Comments		Limited information on the methodology used for carrying out the appraisal. This should be explained in the main SA report	Agreed. To be taken forward to the full SA
			The main report should make clear what baseline data has been collected, what the key sustainability issues are in York, and how the SA objectives have been decided.	Included in Baseline Evidence background paper to LTP3, but need to update for SA issues
			The sustainability objectives should be tested against each other to determine any potential conflicts.	Agreed. To be taken forward to the full SA
			Further guidance and guidance on SEA returned	To be considered in preparing full LTP3 and SA
	1 to 5	EN3	Need to conserve and enhance geodiversity as well as biodiversity	Agreed. To be taken forward to the full SA

Consultee	Strategic Aim	OSA Objective	Consultation Comment	Proposed Action / Comment
			An accessible natural environment may be better included as a 'social' objective under S1.	The SA objectives are the same as for the LDF therefore unlikely to change unless LDF SA changes.
The Environment Agency	No bespoke comments on the LTP and environmental report returned, but Environment Agency 'Local Transport Plan (LTP) Checklist notes' supplied.			

1.6 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.

1.7 As a consequence of the responses received on the OSA, other responses made in the Stage 3 consultation and subsequent representations, the following revisions to the LTP3 and the SAF have been made:

- There are five Strategic Themes in LTP3 (formerly the Strategic Aims of the Draft Framework LTP3), as listed below. These have been expanded to include 13 associated Strategic Aims referenced to the corresponding Strategic Theme, e.g. Q1, Q2 etc.
 - Provide Quality Alternatives (to the car) Q1 – Q3
 - Provide Strategic Links S1 – S3
 - Implement and Support Behavioural Change B1 – B3
 - Tackle Transport Emissions E1 – E2
 - Improve Public Streets and Spaces P1 – P3
- Scores for some of the strategic aims under the Headline Objective have been increased to ++.
- An update to the LTP2 scoping report has been issued to statutory consultees.
- The LTP team has liaised with the council's Heritage and Conservation section in preparing LTP3.
- Some measures such as the introduction of hybrid or other alternatively fuelled (low emission) vehicles has been brought forward in the implementation programme.

Sustainability Appraisal and Strategic Environmental Assessment

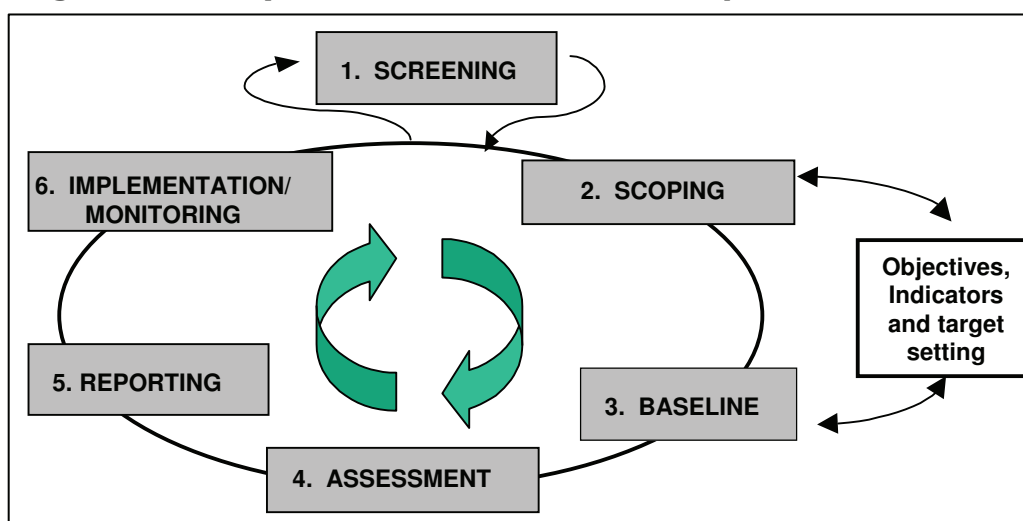
What are SA and SEA?

- 2.1 The combined SA/SEA process (referred to as SA throughout this document) aims to ensure that the likely significant sustainability and environmental effects arising from the Local Transport Plan (LTP) are identified, assessed, mitigated, communicated and monitored, and that the opportunities for public involvements are provided. It enables City of York Council to incorporate environmental considerations into the decision-making process throughout the production of the document in an integrated way.
- 2.2 The LTP is subject to Strategic Environmental Assessment (SEA) under the requirements of European legislation (EU Directive 2001/42/EC). This SA incorporates the requirements of SEA and where 'SA' is stated, it can be assumed that the requirements for SEA are also being taken into consideration.
- 2.3 The SA identifies and evaluates a plan's impacts on the community, the environment and the economy, which are the three dimensions of sustainable development. The document also makes recommendations where necessary to avoid or mitigate any negative impacts identified.

The Sustainability Appraisal/ SEA Process

- 2.4 There are six main stages to the SEA process, as shown in Figure 1.

Figure 1: The cyclical nature of the SA/SEA process



2.5 Stage 1 and 2 of the SA process has been completed through the production of an SA Scoping Report, which will be available on the City of York Council website. This incorporated a framework for undertaking the sustainability appraisal by establishing objectives which the performance of the LTP can be measured against. Table 1 details the SA objectives included within the framework.

Table 1: Sustainability Objectives

Headline Objective		
H1. To reduce City of York's Ecological Footprint		
Environmental	Social	Economic
EN1. Land use efficiency that maximises the use of brownfield land	S1. Enhance access to York's urban and rural landscapes, public open space/recreational areas and leisure facilities for all	EC1. Conditions for business success, stable economic growth and investment
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	S2. Maintain or reduce York's existing noise levels	EC2. Local food, health care, education/training needs and employment opportunities met locally
EN3. Conserve and enhance a bio-diverse, attractive and accessible natural environment	S3. Improve the health and well-being of the York population	
EN4. Minimise greenhouse gas emissions and develop a managed response to the effects of climate change	S4. Safety and security for people and property	
EN5. Improve Air Quality in York	S5. Vibrant communities that participate in decision-making	
EN6. The prudent and efficient use of energy, water and other natural resources	S6. Reduce the need to travel by private car	
EN7. Reduce pollution and waste generation and increase levels of reuse and recycling	S7. Developments which provide good access to and encourage use of public transport, walking and cycling	
EN8. Maintain and Improve Water Quality	S8. A transport network that integrates all modes for effective non car based movements	
	S9. Social inclusion and equity across all sectors	

2.6 The evidence base set out in the Scoping Report also helped to identify key economic, social and environmental problems facing York using the plans and context review as well as the baseline data, but is an iterative and ongoing process. Additional issues may be included as they emerge within the authority.

Aspect	Sustainability Issue
Headline	Reduce city of York's eco and carbon footprint
Social	Health inequalities, growing disparities in income levels, social exclusion, increasing mobility for people who own cars, the changes and demands as York's population grows older, perceived or real urban/rural split in York, reducing democratic engagement, community dysfunction and the issue of how to promote citizenship in communities, difficulties of communication and awareness raising with all sections of the community and particularly the difficult to reach groups, erosion of local distinctiveness, increasing house prices in York excluding many from housing including key workers.
Economic	Increasing dispersal between places where people live, work and shop, increasing patterns of consumption, slower economic growth and lower levels of prosperity compared to regions in other parts of the country, erosion of local distinctiveness, employment levels are high in York but incomes levels are low due to the seasonal natural and sectors of employment that are available.
Environmental	The need to reduce emissions of greenhouse gases and adapting to impacts of change, significant decline in Biodiversity in the 20 th century and further threats from climate change, increasing levels of consumption and waste production, protecting and enhancing the unique sense of place and character of the York's city, villages and rural areas, local air quality remains a problem in some areas of York city centre, erosion of local distinctiveness, increased risk of flooding due to climate change.

2.7 In order to carry out a comprehensive SA it is considered necessary to briefly evaluate some scenarios that appear increasingly likely to occur but which the LTP2 has little or no control over and may have a significant impact on transport and transport policy in the city. The scenarios have been identified as:

- *Oil price increases and availability* - The price of crude oil has been increasing steadily due to concerns over supply and reserves and increasing demands from the growing economies of China and India. This price increases has already led to high petrol and diesel prices. Concerns in terms of this issue centre on unrest in oil producing countries and whether or not a maximum is reached in terms of production.
- *Climate change* - It is now considered that we are already experiencing the effects of climate change with increasingly erratic weather, increased rain events, storms and flooding. All of these will have an impact on transport and transport policy.
- *Technological advances* - At this point in time it is unknown how far technological improvements may effect the transport industry. There are continuing developments with fuel efficient and low emission vehicles, the impact of which in the future is as yet unknown.

- 2.8 Stage 3 of the process is to prepare the baseline and evidence base for the LTP SA. The LTP has a stand alone baseline document detailing all aspects of current travel within the authority. The SA has used details from this document to feed into its own baseline but also draws upon other social, environmental and economic data from other sources. The SA Scoping Report is available upon request. More details of this baseline will be provided in the full SA report accompanying the LTP.
- 2.9 Stage 4 of the process is the assessment of the LTP against the SA framework. This document presents the appraisal findings of the main aims and objectives of the LTP. The write up of these appraisal findings will form Stage 5 of the process.

What's Next?

- 2.10 The next stage of the process will be to complete the SA/SEA report in accordance with the regulations. This will then be circulated to statutory consultees for comments and will be available on the website alongside the completed LTP3 document. Subject to comments being submitted on the SA, an addendum to the SA will be published to be read alongside the final document detailing the consultation comments and Officers' response to the comments.

Appraisal Methodology

- 3.1 The sustainability appraisal findings for the LTP3 set out the sustainability analysis of the LTP3 policies to meet the requirements of Stage 4 of the SA Process.
- 3.2 The Appraisal has been carried out using the objectives set out by the SA framework, which was developed in the Scoping Report. Matrices showing the specific policy analysis against each of the objectives sits within the Sustainability Appraisal Analysis chapter.
- 3.3 The appraisal of each aim relies on an element of qualitative and subjective assessment. The LTP3 analysis has been undertaken in-house and relies upon the professional judgment of officers as well as work previously carried out for LTP2 and the SA Scoping Report. In order to understand the wider implications, evidence has also been drawn from the various evidence base documents which have been produced to underpin the LTP3.
- 3.4 In order to comply with the SEA Directive in terms of assessing the impacts of the DPD against the SEA topics, the commentary and impact of each aim on each objective is summarised according to the key in Figure 2. When determining the significance of effects, consideration was given to the characteristics of the effects and the sensitivity of the receptors involved.

Figure 2: Appraisal Scoring System

Symbol	Likely effect on the SA Objective
++	The option is likely to have a very positive impact
+	The option is likely to have a positive impact
0	No significant effect / no clear link
?	Uncertain or insufficient information on which to determine impact
-	The option is likely to have a negative impact
--	The option is likely to have a very negative effect
I	The option could have a positive or negative impact depending on how it is implemented

- 3.5 The SEA Directive and SA guidance recommend that the SA puts forward a series of recommendations for additions and amendments where policies could better meet the sustainability objectives and mitigate any potential effects identified. These are set out individually, where applicable, at the end of each analysis matrix.

Sustainability Appraisal Analysis

Strategic Theme 1 – Provide Quality Alternatives

Description:

This aim is around providing quality alternatives to the motor car for suitable trips. The emphasis is on quality because in order to encourage people out of their car the alternative needs to be attractive.

Policies that fulfil this aim would include those which create a quality cycle and pedestrian network and a quality bus experience in order to make the shift away from private car usage for all trips more viable.

Implementing this theme will be done through measures that target ticketing, safety measures, infrastructure and punctuality, which will make the experience of using alternative modes to the car more attractive.

The key outcomes of this will be:

- **Enhanced Park & Ride**
- **Improved Public Transport**
- **Comprehensive pedestrian and cycle network**

Aim Q1: Expansion of Park & Ride as a mass rapid transit system for York

The key objectives of this will be:

- a) Increase the number of Park & Ride sites to seven to increase capacity to 5,350 spaces
- b) Associated junction improvements
- c) Associated Bus Priority Measures

Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: To reduce York's Ecological Footprint from its current level of 5.3 hectares per person to 3.5 hectares by 2033 and ultimately to reduce to the One Planet Living target of 1.8 hectares.	+	MT to LT	Expanding Park & Ride Provision would provide more capacity and would, therefore, intercept more inbound traffic to York and encourage people to use this more sustainable form of transport to get to York city centre, leading to a lower consumption of fossil fuels. However, the SA acknowledges that there is a potential conflict with Park & Ride as it promotes the use of the car as part of the overall journey into York. Whilst Park & Ride will reduce the overall journey length by car, there are cross boundary effects from emissions and using the car to travel. Any progress made in reducing transport-related emissions will reduce York's Ecological Footprint.

				<p>More onerous (Euro) emission standards may, perversely, make new buses less fuel-efficient due to the processes needed to reduce exhaust emissions, thereby, increasing fuel consumption for the same length of journey. It is anticipated that this effect will be mitigated by improvements in vehicle technology and the development of alternative fuels and measures to tackle congestion.</p> <p>More use of renewable energy sources to either power vehicles or produce the fuels to power them is expected.</p>
EC1	Conditions for business success, stable economic growth and investment.	+/-	MT to LT	<p>Provision of an efficient and high quality transport network is critical to maintain business success and investment.</p> <p>Increasing the number of Park & Ride spaces will contribute to decreasing car journeys into and around York. Park & Ride may also encourage trips to York by car, but capture journeys into central York which is positive for maintaining the historic character and quality of the city centre. This is essential for tourism in York and therefore its economy.</p> <p>Junction improvements and bus priority measures will help to improve the wider transport network, helping to maintain and improve accessibility. These effects are positive for enlarging employers recruitment catchment areas, as well as allowing business travel across a wide area for goods and commuters.</p> <p>Furthermore improving the transport network in such a way could help reduce congestion, therefore improving connections between businesses and reduce overall travel times. This will help the accessibility for goods and services, increasing profitability and, therefore, encourage additional investment</p>
EC2	Local food, health care, education / training needs and employment opportunities met locally.	+	MT to LT	<p>Improvements to junctions and introducing bus priority measures, thereby improving public transport will help to ensure that essential services and employment opportunities are accessible by non-car modes of travel.</p>
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	<p>Expanding Park & Ride provision could encourage a 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.</p>

S2	Maintain or reduce York's existing noise levels.	+/I	MT to LT	Increasing the number of Park & Ride spaces will help to reduce congestion, and will therefore go some way to help to reduce traffic noise levels in and around York. There may be localised noise impacts near Park & Ride areas, but the detailed design, construction and operation of the sites should mitigate this.
S3	Improve the health and well-being of the York population.	+/I	MT to LT	Increasing the capacity of Park & Ride in York will help to reduce the number of cars travelling into the city centre, and therefore reduce congestion. If the capacity of buses is maintained and cleaner fuel is used to power them, in the long term this will limit further adverse effects on air quality and will, therefore, be positive for people's health. As stated previously, improving public transport will help to ensure that essential services are accessible by non-car modes of transport. These services include health facilities.
S4	Safety and security for people and property.	+	MT to LT	Increasing Park & Ride provision could encourage a shift toward more sustainable forms of transport. This will improve security and reduce the 'fear of crime' for users of public transport by having 'safety in numbers', particularly in the hours of darkness.
S5	Vibrant communities that participate in decision-making.	+	MT to LT	Improvements to junctions and introducing bus priority measures, thereby improving public transport, may encourage more social interaction.
S6	Reduce the need to travel by private car.	++	MT to LT	This aim could directly meet this objective as it would increase the opportunity for people to leave their cars outside of the city centre and travel in via bus. Increasing Park & Ride provision will also help to discourage parking in the city centre.
S7	Development which provide good access to and encourage use of public transport, walking and cycling.	+	MT to LT	Improvements to junctions and introducing bus priority measures will support the provision of public transport. Increasing the provision of Park & Ride capacity through new and enhanced sites will also encourage use of buses and discourage people using their car.
S8	A transport network that integrates all modes for effective non-car based movements.	++	MT to LT	This aim should directly achieve this objective. The aim of increasing Park & Ride provision is to provide quality alternatives to the car, which could include the better integration between modes. Aiming to improve the transport infrastructure through improving the quality of provision for alternative modes could provide an incentive to reduce reliance of the wider city's population on the car, particularly for journeys into the city.

S9	Social inclusion and equity across all sectors.	+	MT to LT	Improvements to junctions and introducing bus priority measures as part of this aim, thereby improving the wider public transport network, could improve accessibility to a wide range of activities. Increasing accessibility to services and facilities is positive for social inclusion and equity of access.
EN1	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	Promotion of alternative modes to the car may result in less congestion and vehicle movements upon York's historic road structure. The reduction in the number of vehicles travelling into the city as a result of increased Park & Ride provision could have particularly positive impacts for the preservation and character of the city centre, as noise and pollution from private vehicles decreases. Evidence from the Core Strategy Heritage Impact Assessment showed that large buses are compromising the significance of the city centre. However, if smaller buses are substituted, many more will be required to provide the passenger carrying capacity. The SA would recommend that an assessment is undertaken for implementing the associated measures in the LTP3 implementation programme in order to establish the impact on the historic environment and suggest any suitable mitigation measures.
EN2	Conserve and enhance a bio-diverse, attractive and accessible natural environment.	+/I	MT to LT	Encouraging people to leave their car outside of the city centre and thereby reducing the amount of vehicle movements could reduce congestion and therefore improve air quality. As a consequence the natural environment and recreational space could become more attractive, and wildlife may benefit. Improving the public transport network as part of this aim could also serve to increase accessibility to York's natural environment. There may be a potential conflict with this objective and the development of new Park & Ride facilities. Should any potential effects arise from improvements or loss of land due to Park & Ride, mitigation will be required. This should preferably be on site to minimise the loss of integrity of the original habitat.

EN3	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change.	+	MT to LT	This aim could directly meet this objective as it will encourage people to leave their cars outside of the city centre reducing carbon emissions and pollutants from cars, which will be positive in the long-term for climate change. Powering Park & Ride vehicles by alternative (low emission) fuels will maximise the benefits in the long-term for climate change. The SA recognises that Park & Ride relies on part of the journey to be made by car. Whilst this will have positive local effects in reducing journeys into the city centre, there will be cross boundary implications on emissions. Other potential mitigation measures may be necessary to offset any additional emissions and compensate for this. This impact should reduce in the long term subject to more fuel efficient and low emission vehicles.
EN4	Improve air quality in York.	+/?	MT to LT	Increasing the capacity of Park & Ride in York will help to reduce the number of cars travelling into York and therefore reduce congestion and emissions of air pollutants from vehicles. This will also support the development of a city wide low emission and low consumption infrastructure. This may have particularly positive results for improving air quality in the localised AQMAs. However, modal shift is not enough to achieve this objective. In order to maximise achieving this objective, Park & Ride buses should be low emission and fuel efficient vehicles. The SA recognises that Park & Ride relies on part of the journey to be made by car. Whilst this will have positive local effects in reducing journeys into the city centre, there will be cross boundary implications on emissions. Other potential mitigation measures may be necessary to offset any additional emissions and compensate for this.
EN5	The prudent and efficient use of energy, water and other natural resources.	?/I	MT to LT	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 on the take up and implementation. However, modal shift is not enough to achieve this objective. In order to maximise this aim meets the objective, Park & Ride buses should be low emission and fuel efficient vehicles.
EN6	Reduce pollution and waste generation and increase levels of reuse and recycling.	+	MT to LT	Increasing the capacity of Park and Ride in York will help to reduce the number of cars travelling into York and therefore congestion and emissions of air pollutants from vehicles.
EN7	Maintain and improve water quality.	I	MT to LT	There is the opportunity during the implementation of this aim to use methods and engineering solutions to prevent pollution entering the ground water.

Aim Q2: Ensuring quality adaptable local public transport services that meet the needs of passengers in a changing city

The key objectives of this will be:

- a) Improve public transport service reliability, integration and attractiveness
- b) More accessible public transport information
- c) Better value fares and more ticketing products

Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: To reduce York's Ecological Footprint from its current level of 5.3 hectares per person to 3.5 hectares by 2033 and ultimately to reduce to the One Planet Living target of 1.8 hectares.	++	ST to LT	This aim could lead to the greater use of sustainable transport options, thereby leading to a lower consumption of fossil fuels. Any progress made in reducing transport-related emissions will reduce York's Ecological Footprint. Although newer, more onerous (Euro) emission standards aim to reduce CO ₂ emissions they may make new buses less fuel efficient, thereby increasing fuel consumption for the same length of journey. This could be mitigated by improvements in vehicle technology and 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.
EC1	Conditions for business success, stable economic growth and investment.	+	ST to LT	Provision of an efficient and high quality transport network is critical to maintaining business success and investment. Making bus and train services, more attractive, reliable and good value at peak hours would be particularly beneficial for commuting and reducing congestion. Further to this, improving the transport network overall, and in particular, providing priority measures to ease the movement of buses could help to reduce congestion in the city and allow for more reliable journey times to and from work and York city centre, particularly for public transport, which may encourage business success.
EC2	Local food, health care, education / training needs and employment opportunities met locally.	++	ST to LT	Improving public transport will help to ensure that essential services and employment opportunities are accessible by non-car modes of transport.

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	Enhancing accessibility and reliability of services will help to directly achieve the accessibility side of this objective. Improving the quality of local public transport services could encourage a shift toward more sustainable forms of transport, thereby reducing congestion arising from the anticipated employment and housing growth in York. This would reduce journey times, and ultimately enhance access to leisure activities and cultural facilities.
S2	Maintain or reduce York's existing noise levels.	0	N/a	There is no clear link between this aim and the objective.
S3	Improve the health and well-being of the York population.	+	ST to LT	Improving the attractiveness of local transport has the ability to encourage a shift to more sustainable forms of transport and therefore reduce the reliance and the private car. This will be positive in limiting further adverse effects in air quality, which will have a positive effect on people's health. Also walking to and from a bus stop has a positive health benefit. As stated previously improving public transport will help to ensure that essential services are accessible by non-car modes of transport. These services include health facilities.
S4	Safety and security for people and property.	+	ST to LT	Improving the quality of local transport provision should result in increased numbers of passengers, this should provide a feeling of 'safety in numbers' and will improve security and 'fear of crime'. Improving safety could also be linked to improving the attractiveness of public transport.
S5	Vibrant communities that participate in decision-making.	+	ST to LT	Infrastructure and accessibility is key to providing an inclusive community. Increasing access through more reliable services and better value fares should enable communities to participate in a variety of activities.
S6	Reduce the need to travel by private car.	++	ST to LT	This aim could directly meet this objective as improving the quality, accessibility and affordability of public transport will make journeys easier and more reliable and will improve passengers comfort and safety. This should make more people willing and able to reduce their travel by private car.
S7	Development which provides good access to and encourage use of public transport, walking and cycling.	+	ST to LT	The Local Development Framework promotes the creation of sustainable neighbourhoods to help people live lower carbon lifestyles, by seeking to ensure that future development is located where it will enable people to access jobs and key services. The existing accessibility of a potential site by public transport is a key consideration for this. If existing access by public transport to potential sites is inadequate, improving public transport provision should make some of them more accessible, and will make it easier for developers to encourage the use of public transport, walking and cycling.

S8	A transport network that integrates all modes for effective non-car based movements.	+	ST to LT	Improving the quality, accessibility and value of public transport is part of the measures within the LTP3 that seek to improve the transport network and integrate all modes of travel, enabling more effective non-car based movements. 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 on the car, particularly for journeys into the city.
S9	Social inclusion and equity across all sectors.	+	ST to LT	This aim and associated objectives for improving public transport to meet the needs of passengers should ensure that everyone should be able to afford as well as access public transport, which supports this objective.
EN1	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	ST to LT	Promotion of alternative modes to the car may result in less congestion and vehicle movements upon York's historic road structure. The reduction in the number of vehicles travelling into the city could have particularly positive impacts on the preservation and character of the city centre. The success in meeting this objective, however, will rely upon the attractiveness and uptake of public transport.
EN2	Conserve and enhance a bio-diverse, attractive and accessible natural environment.	+	ST to LT	Improving the quality of public transport could reduce the amount of vehicle movements, reducing congestion and therefore improving air quality. As a consequence, the natural environment and recreational space could become more attractive, and wildlife may benefit. The success of this will rely upon the attractiveness of public transport services to encourage people out of their cars and onto public transport modes.
EN3	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change.	++	ST to LT	Affordable and reliable services will encourage people out of their cars into public transport, which may have a positive influence on this objective. To maximise the effectiveness of this, buses should be low emission and fuel efficient vehicles.
EN4	Improve air quality in York.	++ /I	ST to LT	This aim could directly meet this objective as improving the quality of public transport and therefore widening the transport options available could encourage people to use more sustainable forms of transport, leading to a lower consumption of fossil fuels and reduced emissions of air pollutants from vehicles. This will be dependent upon the uptake of sustainable transport modes and fewer journeys and less use of the car. To maximise the effectiveness of this, buses should be low emission and fuel efficient vehicles.

EN5	The prudent and efficient use of energy, water and other natural resources.	+/I	ST to LT	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 on the take up and implementation. This will be dependent on the uptake of public transport, and less use of the car. To maximise the achievements of this, 'quality adaptable public transport' should integrate low emission and fuel efficient technologies.
EN6	Reduce pollution and waste generation and increase levels of reuse and recycling.	+	ST to LT	Improving public transport in York will help to reduce the number of cars in and around the city and therefore reduce congestion and emissions of air pollutants from vehicles. To maximise the achievements of this, 'quality adaptable public transport' should integrate low emission and fuel efficient technologies.
EN7	Maintain and improve water quality.	O	N/a	There is no clear link between this aim and the objective.
<p>Recommendation: In order to maximise the quality of public transport, low emission technologies should be used which will also benefit climate change and air quality.</p>				

Aim Q3: Having a comprehensive cycling and pedestrian network				
The key objectives of this will be:				
<ul style="list-style-type: none"> a) Complete the urban cycle network b) Increase/improve cycle parking c) A safe attractive urban pedestrian network 				
Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: To reduce York's Ecological Footprint from its current level of 5.3 hectares per person to 3.5 hectares by 2033 and ultimately to reduce to the One Planet Living target of 1.8 hectares.	+	ST to LT	This aim could lead to the greater use of sustainable transport options, thereby leading to a lower consumption of fossil fuels. This aim is positive for this objective as it contributes no direct emissions. It would have a positive impact on both the ecological and carbon footprints.

EC1	Conditions for business success, stable economic growth and investment.	+/I	ST to LT	Improving the cycling and pedestrian network will go some way to reducing the number of private vehicles on the road. The result of which will be reduced congestion and therefore more reliable journey times. This will be beneficial for businesses and may enhance profitability and in turn attract investment. It should also provide additional commuter routes into York, although this will be dependent on implementation.
EC2	Local food, health care, education / training needs and employment opportunities met locally.	+/I	ST to LT	Ensuring that York has a comprehensive cycling and pedestrian network will help to ensure that essential services and employment opportunities are accessible by non-motorised forms of travel. This will be dependent on implementation and location of cycle and pedestrian networks.
S1	Enhance access to York's urban and rural landscapes, public open space / recreational areas and leisure and cultural facilities for all.	+/I	ST to LT	The expansion of the cycling and pedestrian network could help to provide better access to public open space/recreational areas and leisure and cultural facilities, and enhance open spaces/recreational areas in a more sustainable way. There is the potential for this to link well to the city's Green Infrastructure network, principally through a network of 'Green Routes'.
S2	Maintain or reduce York's existing noise levels.	+	ST to LT	Improving the cycling and pedestrian network could encourage a shift toward more sustainable forms of transport. This will help to reduce congestion, and will therefore go some way to help reduce traffic noise levels in and around York.
S3	Improve the health and well-being of the York population.	+	ST to LT	Improving and increasing the cycling and pedestrian network could encourage more active forms of travel which will help to improve health and well-being. In addition to this, reducing congestion through the use, and promotion of a sustainable transport network will be positive in limiting further adverse effects in air quality, which will have positive effects on health.
S4	Safety and security for people and property.	+/I	ST to LT	This aim could lead to greater numbers of cyclists and pedestrians on and around the public highway. As more people travel in this way drivers will become more aware of them, and adjust their driving accordingly, contributing to improved road safety. Improvements to pedestrian and cycle routes should design in safety mechanisms which increase safety and security. However, there is a potential for increased theft of cycles, as more people cycle. Also increasing walking and/or cycling permeability through residential areas could, potentially, increase the risk of burglary. Measures may need to be introduced to minimise these risks.
S5	Vibrant communities that participate in decision-making.	+	ST	Improving the cycling and pedestrian network may encourage more people to be active in their communities and therefore, may encourage more social interaction.

S6	Reduce the need to travel by private car.	++	ST to LT	Improving the cycling and pedestrian network will make alternative modes of travel more accessible, attractive and safe. This will help to make cycling and walking a viable alternative to the private car. Encouraging cycling and walking will promote sustainable travel choices and will help to encourage a modal shift toward more sustainable forms of transport to a wide range of activities, services and facilities, thereby reducing reliance on the private car.
S7	Development which provide good access to and encourage use of public transport, walking and cycling.	+	ST to LT	The Local Development Framework promotes the creation of sustainable neighbourhoods to help people live lower carbon lifestyles, by seeking to ensure that future development is located where it will enable people to access jobs and key services. The existing accessibility of a potential site by walking and cycling is a key consideration for this. Improving the cycling and pedestrian network will make it easier for new developments to be accessible by more sustainable methods of transport. The provision of a good quality pedestrian and cycling network should be integrated when developing schemes to maximise the potential for uptake of this travel mode.
S8	A transport network that integrates all modes for effective non-car based movements.	+	ST to LT	Improving the cycling and pedestrian network is part of the measures within the LTP3 that seek to improve the transport network, and integrate all modes of travel to enable more effective non-car based movements. Improving the transport infrastructure in this way could provide an incentive to reduce the population's reliance in the car, particularly for short journeys.
S9	Social inclusion and equity across all sectors.	+/I	ST to LT	Improving the cycling and pedestrian network could improve accessibility to a wide range of activities. Providing a safe and attractive pedestrian network has the potential to improve the aesthetic of neighbourhoods which in turn has a positive effect on social inclusion. Cyclists using pavements can intimidate vulnerable pedestrians, so implementation of off-road cycle route schemes in the LTP3 implementation programme will need to consider vertical and/or other segregation between cyclists and pedestrians
EN1	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	The promotion of alternative modes to the car will help reduce congestion and vehicular movements on York's historic road structure. Helping to reduce the amount of vehicles could have particularly positive impacts on the preservation and character of the city centre.

EN2	Conserve and enhance a bio-diverse, attractive and accessible natural environment.	+/I	ST to LT	Improving and increasing the cycling and pedestrian network could make the natural environment and recreational space more accessible. The associated reduction in the amount of vehicular movements as a result of improving the cycling and pedestrian network could have a positive effect on wildlife. There is the potential for this to link well to the city's Green Infrastructure network which would be positive for bio-diversity.
EN3	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change.	+	ST to LT	Walking and cycling are the most sustainable forms of travel as they produce no direct greenhouse gas emissions. Also this will go some way to help York achieve its corporate aim of a sustainable city, and long term part of a managed approach to climate change.
EN4	Improve air quality in York.	+	ST to LT	Improving and increasing the cycling and pedestrian network could encourage more sustainable and active forms of transport, leading to a lower consumption of fossil fuels and reduced emissions of air pollutants from vehicles that have a detrimental affect on air quality.
EN5	The prudent and efficient use of energy, water and other natural resources.	+	ST to LT	Improving and increasing the cycling and pedestrian network could encourage more sustainable and active forms of transport, leading to a lower consumption of fossil fuels.
EN6	Reduce pollution and waste generation and increase levels of reuse and recycling.	+	ST to LT	Improving and increasing the cycling and pedestrian network could encourage more sustainable forms of transport, leading to a lower consumption of fossil fuels and so reducing pollution.
EN7	Maintain and improve water quality.	I	ST to LT	There is the opportunity during the implementation of this aim to use methods and engineering solutions to prevent pollution entering the ground water.

Strategic Theme 2 - Provide Strategic Links

Description:

This theme 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.

The key outcomes of this will be:

- **Maintained, managed and improved transport network**
- **Better local rail service**
- **Strategic rail connections**

Aim S1: Ensuring the maintenance and selective improvement of York's strategic networks to support the longer-distance movement of people, goods and information

The key objectives of this will be:

- a) Improving the journey time reliability on sections of the road network that experience high volumes of traffic and delay
- b) Strategic and selective improvements to the road network
- c) Expanding the public transport network to meet the demands of new commuter patterns
- d) Expanding the cycling and pedestrian network beyond the urban core
- e) Effective management of the transport assets

Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: To reduce York's Ecological Footprint from its current level of 5.3 hectares per person to 3.5 hectares by 2033 and ultimately to reduce to the One Planet Living target of 1.8 hectares.	-/+	ST to LT	Improving York's connectivity to neighbouring towns and cities may increase York's Ecological Footprint as people may be encouraged commute further to/from York by private car. This could be mitigated by encouraging people to choose more sustainable or active forms of travel through the expansion of the public transport network, and expanding the cycling and pedestrian network. Further mitigation could also be achieved if more renewable sources are used to directly power public transport vehicles or produce the fuels used to power them.

EC1	Conditions for business success, stable economic growth and investment.	++	ST to LT	Improving connectivity particularly in terms of longer distance movements, is critical to maintaining business success and investment, this aim will therefore directly meet this objective. Providing high quality transport links that enable more reliable journey times may be a factor that attracts business to locate in and around York, and may encourage private sector investment in the city. Improving connectivity is positive in terms of allowing successful business travel across a wider area and widening the market for goods and services, all of which have the capacity to enhance profitability and may lead to job creation. In addition to this, supporting commuter patterns in York will ensure that the workforce in York and commuting from elsewhere will have sufficient modes of travel. This will enable conditions for business success.
EC2	Local food, health care, education / training needs and employment opportunities met locally.	+/-	ST to LT	Expanding the public transport, cycling and pedestrian networks will help to ensure that essential services and employment opportunities are accessible by non-car modes of travel. However, the improvements for longer-distance movements could lead to food and other goods being sourced or delivered from further away, and enable people travel further. This would have a negative impact on York's ecological footprint. Also, for this objective, it is critical that the enhanced wider network enables better accessibility locally as well as across local authority borders.
S1	Enhance access to York's urban and rural landscapes, public open space / recreational areas and leisure and cultural facilities for all.	+/I	ST to LT	Expanding the cycling and pedestrian network, as well as road transport improvements beyond the urban core could increase ease of access to public open spaces/recreational areas, and leisure and cultural facilities in a sustainable way. This could link together with green infrastructure to directly meet this objective.
S2	Maintain or reduce York's existing noise levels.	+/I	ST to LT	Improving connectivity through the provision of strategic links in the road network could reduce noise in some areas of York, but increase it in those areas close to where the missing links are completed. This may be mitigated by the expansion of the public transport network and the cycling and pedestrian networks as this may encourage a modal shift to more sustainable modes of transport, which would help reduce congestion and in turn, noise and vibration. The potential increases in noise and vibration could also be mitigated through landscaping and the promotion of alternative fuels and other technologies, which could lead to quieter and less damaging vehicles.

S3	Improve the health and well-being of the York population.	+/I	ST to LT	<p>Improving strategic connectivity through expanding the cycling and pedestrian networks beyond the urban core of York could encourage more active travel, which will be beneficial for people’s health and well-being.</p> <p>Improving strategic connectivity through improving sustainable modes of travel could reduce congestion, which will be positive in limiting further adverse effects in air quality and will have a positive impact on people’s health and well-being.</p> <p>Improving connectivity through the provision of strategic links in the road network could reduce noise in some areas of York, but increase it in others close to where the missing links will be completed. The potential increases in noise and vibration could also be mitigated through landscaping and the promotion of alternative fuels and other technologies, which could lead to quieter and less damaging vehicles.</p> <p>In the long-term there is the potential for the enhanced road network to attract car and vehicle travel. There could be localised impacts on air quality near enhanced routes or transfer of problems to strategic routes out of the city centre, leading to more Air Quality Management Areas being declared. In order to maximise meeting this objective, low emission technology needs to be developed and incentives to using low emission vehicles need to be implemented.</p>
S4	Safety and security for people and property.	I	ST to LT	<p>Providing new strategic links could lead to improved safety and security on existing roads 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 for pedestrians and cyclists.</p> <p>There is a potential for increased walking and/or cycling links to or from new links adjacent to residential areas to increase the risk of burglary and other types of crime. In the longer term such concerns could be addressed by better designs which incorporate natural surveillance and mitigate any potential risks.</p>
S5	Vibrant communities that participate in decision-making.	I	ST to LT	<p>Expanding public transport and expanding the cycling and pedestrian network may encourage people out into their communities resulting in more social interaction. However, this aim concentrates on longer distance movement so this will depend upon implementation.</p>

S6	Reduce the need to travel by private car.	-/+	ST to LT	Improving connectivity through the provision of strategic links could encourage more journeys, and journeys over a greater distance. Improvements to the strategic road network may encourage longer journeys by private car, especially if these longer journeys can not be adequately catered for by public transport. However, expanding the public transport network and the cycling and pedestrian network beyond the urban core will help to directly achieve this aim by giving people more sustainable travel choices.
S7	Development which provide good access to and encourage use of public transport, walking and cycling.	+	ST to LT	Development of the transport network in terms of expanding the public transport network and the cycling/pedestrian routes will help to meet this objective. There may be some conflict from road improvements which may encourage the use of the car as routes become less congested and more efficient.
S8	A transport network that integrates all modes for effective non-car based movements.	+/-	ST to LT	This aim should directly help to meet this objective. Improving connectivity through provision of pedestrian, cycling or public transport strategic links could ensure that the three modes integrate well and facilitate better integration of non-car based movements. However, there is a potential conflict with improvements and completing the road network as this may encourage car travel, as routes become less congested and more efficient.
S9	Social inclusion and equity across all sectors.	+	ST to LT	Improving connectivity through the provision of pedestrian, cycling or public transport strategic links could improve accessibility to a wide range of activities. Providing a safe and attractive cycling and pedestrian network beyond the urban core has the potential to bring communities closer to the city. Particularly where Green Infrastructure is used during the implementation, the improvements have the potential to improve the aesthetic of neighbourhoods, which in turn has a positive effect on social inclusion.
EN1	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	ST to LT	Improving connectivity through the provision of strategic links could remove a significant number of through traffic from the city centre. However, improving connectivity could also widen the visitor catchment area, therefore increasing travel to the city. The adverse effects could be mitigated through promoting travel to York by more sustainable forms of transport, such as cycling, the use of public transport and the city's Park & Ride sites. It will be important that any strategic improvements or expansions take consideration for not only the city centre but also the wider character and setting of the city.

EN2	Conserve and enhance a bio-diverse, attractive and accessible natural environment.	I	ST to LT	<p>Expanding the cycling and pedestrian network beyond the urban core could improve access to the countryside.</p> <p>In expanding the network, the use of 'Green Infrastructure' could help to promote biodiversity. Improvements to strategic links could remove a significant amount of through traffic from the city centre, but could increase longer distance traffic and it's pollutants. This could adversely affect habitats, although it is possible that this could be mitigated by the promotion of alternative fuels that could lead to quieter vehicles and lower vehicle emissions.</p> <p>Whilst the improvement to strategic links may increase travel over longer distances, expanding the public transport network to meet new commuter patterns may reduce vehicular movements into the city especially during rush hour. Reducing the amount of vehicular movements could have a positive effect on wildlife. Where any strategic improvements are located, the impact on biodiversity will need to be detailed and if necessary mitigated.</p>
EN3	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change.	++ /I	ST to LT	<p>Improving connectivity through the strategic network could remove a significant amount of traffic through uptake of sustainable modes such as rail, bus, walking and cycling. The combination of this should help to achieve a managed approach to climate change. However, improving connectivity could also make York more attractive for employment and tourism from wider areas, 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. Also, in combination with other aims in LTP3 such as Aim Q1, Park & Ride schemes should be able to capture people travelling into the city itself helping to minimise adverse emissions within the urban area. However, long distance travel on arterial routes may need further mitigation in order to offset and minimise the effect of cross boundary emissions from longer distance travel.</p>

EN4	Improve air quality in York.	+/I	ST to LT	<p>Improving connectivity through strategic links could remove a significant amount of through traffic from the city centre, thereby improving air quality in the AQMA and other areas. This will be dependent upon uptake of routes and less reliance on the car. In order to maximise the effectiveness, a significant modal shift will need to take place. In addition to this, low emission vehicles will be paramount to the success of meeting this objective. There may be some conflict with road improvements.</p> <p>However, it could also increase emissions in other areas of the city close to where the strategic improvements are to be completed. This could be mitigated by the promotion of alternative fuels and other technologies It could also be monitored as part of the Low Emissions Strategy to understand the impact over time.</p>
EN5	The prudent and efficient use of energy, water and other natural resources.	+	ST to LT	<p>Improving local transport links and expanding the pedestrian and cycling network will encourage people to use more sustainable transport modes. This could be effective in reducing the consumption of fossil fuels. Materials used for any construction of the networks should promote sustainable methods and materials to minimise adverse impacts on this objective and will be dependent upon implementation.</p>
EN6	Reduce pollution and waste generation and increase levels of reuse and recycling.	++ /I	ST to LT	<p>Improving connectivity through strategic links could remove a significant amount of through traffic from the city centre which could decrease pollution in the city.</p> <p>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. This will be dependent upon implementation.</p>
EN7	Maintain and improve water quality.	I	ST to LT	<p>There is the opportunity during the implementation of this aim to introduce methods and engineering solutions to the strategic transport network that will help to prevent pollution entering the ground water.</p>

Aim S2: Ensuring that the local rail network better serves the needs of passengers in a changing city

The key objectives of this will be:

- a) Improve frequency and quality of services from Leeds, Harrogate, Scarborough and Selby
- b) Development of new stations
- c) Rail infrastructure upgrades

Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: To reduce York's Ecological Footprint from its current level of 5.3 hectares per person to 3.5 hectares by 2033 and ultimately to reduce to the One Planet Living target of 1.8 hectares.	++	MT to LT	This aim could lead to the greater use of the local rail network when travelling into the city, thereby leading to a lower consumption of fossil fuel, particularly if renewable energy is used to generate electricity for electrified rail services. Any progress made in reducing transport-related emissions will reduce York's Ecological Footprint.
EC1	Conditions for business success, stable economic growth and investment.	+	MT to LT	Improving connectivity, particularly to key towns and cities in the area, is important to maintaining business success and encouraging investment. Providing high quality transport links may be a factor which attracts a business to locate in and around York, and therefore may encourage private sector investment in the city. Improving connectivity is positive in terms of maintaining and expanding employers' recruitment catchments areas, allowing successful business travel across a wider area which has the capacity to enhance profitability and may lead to job creation. Also there are positive connections with the Universities allowing better travel into and out of York for students as well as associated research based employment.
EC2	Local food, health care, education / training needs and employment opportunities met locally.	+	MT to LT	Improving the local rail network will help to ensure that essential services and employment opportunities are accessible by non-car modes of travel. This might not necessarily be in the local vicinity but will enable access further afield.

S1	Enhance access to York's urban and rural landscapes, public open space / recreational areas and leisure and cultural facilities for all.	+/I	MT to LT	Improving the local rail network may help to improve access to York's recreational areas and leisure/cultural facilities from the wider region. There may be a potential negative effect if a new rail line is constructed. Also, new stations will need to mitigate any adverse impact to the landscape.
S2	Maintain or reduce York's existing noise levels.	+/-	MT to LT	Improving the local rail network could encourage a modal shift to more sustainable modes of travel. This could help to decrease the number of vehicular movements and, consequently, noise. However, in areas nearby those lines where the frequency of services is increased, it is likely that noise from trains will increase. The potential increases in noise could be mitigated through landscaping (noise bunds or tree screening).
S3	Improve the health and well-being of the York population.	+/-	MT to LT	Improving the local rail network could encourage a modal shift to more sustainable modes of travel. This could help to decrease the number of vehicular movements and, consequently, noise. However, in areas nearby those lines where the frequency of services will be increased, it is likely that noise from trains will increase, which may be detrimental to well-being. The potential increases in noise could be mitigated through landscaping (noise bunds or tree screening). Also enhancing the main commuter route to Leeds may discourage more use of the car, helping to limit emissions. This may have positive implications on air quality but would be determined upon implementation.
S4	Safety and security for people and property.	+/I	MT to LT	Upgrading the local rail network has the potential to decrease vehicular movements, which has benefits for road safety. Improving the frequency of certain routes may increase the perception of personal safety as people have to wait for less time between trains at train stations. Safety will need to be considered where implementation or enhancement of routes and stations takes place to make sure people will be safe.
S5	Vibrant communities that participate in decision-making.	O	N/a	There is no clear link between the aim and the objective.

S6	Reduce the need to travel by private car.	+	MT to LT	Improving the frequency of services will improve accessibility to Leeds, Harrogate, Scarborough and Selby, therefore reducing the need to travel to these places by private car. The development of new stations could encourage more people to use the local rail network more frequently and introduce new passengers, therefore reducing the need for people near the new stations to travel to their ultimate destination by private car. These upgrades to the local rail network have the potential to encourage a modal shift toward more sustainable forms of transport to a wide range of activities, services and facilities, thereby reducing overall reliance on the private car.
S7	Development which provide good access to and encourage use of public transport, walking and cycling.	+	MT to LT	Improving the local rail network, and in particular the development of new stations, has the potential to open up and make different areas of York and the wider region more accessible by sustainable forms of transport.
S8	A transport network that integrates all modes for effective non-car based movements.	+	MT to LT	Improving connectivity through the improvement of the local rail network has the potential to join up with pedestrian, cycle and bus routes which could better integrate non-car based movements. York railway station acts as a major bus transfer location and making rail travel more desirable will also help with the bus routes. The links at the railway station will be particularly important to maximise this objective.
S9	Social inclusion and equity across all sectors.	+	MT to LT	Improving connectivity through the local rail network will increase accessibility to and therefore enlarge the catchment for various facilities, services and/or employment, education, or training opportunities. Importantly for social inclusion, the development of new stations will allow more convenient access to the rail network for those communities served by them.
EN1	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	Improving the local rail network could decrease the amount of traffic travelling into the city centre from the wider region as well as the urban areas that have stations. Improving links to York on the local rail network will widen the visitor catchment area, thereby increasing travel to it. Where there are upgrades or additions to the rail network, it should aim to minimise its impact on the historic environment.

EN2	Conserve and enhance a bio-diverse, attractive and accessible natural environment.	+/I	MT to LT	Improving the local transport networks, particularly through the improved frequency of services and the development of new stations, may reduce vehicular movements in and around York. Reducing the amount of vehicular movements and therefore noise and pollution could have a positive effect on wildlife, therefore enhancing biodiversity. However, certain areas may incur negative impacts from more frequent trains or the construction of new stations. All effects caused by this will need to be mitigated.
EN3	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change.	++	LT	Widening the transport options available should encourage people them to use more sustainable forms of transport, leading to a lower consumption of fossil fuels. Furthermore, reducing the use of fossil fuels could also reduce carbon emissions and pollutants from cars, therefore being positive in the long-term for climate change. Increasing rail travel from major commuting centres such as Leeds could make a significant contribution to cross boundary carbon reduction critical for mitigating climate change. The journey between the two cities by car is calculated as four times that of using the train ¹ (8.4kg compared to 2.1 kg CO ₂ per traveller respectively). Maximising the success of this will be dependent upon the attractiveness and uptake of the rail network.
EN4	Improve air quality in York.	+/I	MT to LT	Improving the local rail network could remove a significant amount of through traffic from the city centre and traffic travelling to and around York generally, particularly due to the enhanced Leeds to York via Harrogate improvements as this is a major commuter route. This will help to improve air quality in the AQMA and other areas, subject to implementation.
EN5	The prudent and efficient use of energy, water and other natural resources.	+	MT to LT	Improving the local rail network will help to encourage people to use sustainable transport modes. This could be effective in reducing the consumption of fossil fuels.
EN6	Reduce pollution and waste generation and increase levels of reuse and recycling.	+	MT to LT	Improving the local rail network will help to encourage more sustainable forms of transport. This could lead to a lower consumption of fossil fuels, and so reduce pollution from emissions.
EN7	Maintain and improve water quality.	I	MT to LT	There is the opportunity during the implementation of this aim to use methods and engineering solutions to prevent pollution entering ground water.

¹ As per the CO₂ Emissions Calculator on the Government's "Act on CO₂" webpage <http://actonco2.direct.gov.uk/home/what-you-can-do/On-the-move/Compare-CO2-emissions.html>

Aim S3: Ensuring that York is well connected to the UK National rail network

The key objectives of this will be:

- a) Connectivity with High Speed Rail 2 (HS2)
- b) Upgrades to East Coast Main Line

Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: To reduce York's Ecological Footprint from its current level of 5.3 hectares per person to 3.5 hectares by 2033 and ultimately to reduce to the One Planet Living target of 1.8 hectares.	+	MT to LT	This aim could widen the sustainable transport options for travelling longer distances, encouraging people to reduce the journeys they make by private car leading to a lower consumption of fossil fuels. Any progress made in reducing transport-related emissions will help to reduce York's Ecological Footprint.
EC1	Conditions for business success, stable economic growth and investment.	++	MT to LT	Connectivity to High Speed Rail 2 will bring faster journey times to London, Sheffield and Birmingham, and bring a competitive means of access to Heathrow Airport and HS1 to continental Europe. Upgrading the East Coast Main Line will provide similar benefits between York and London. The effect of this is the improvement of connections between businesses, and reduced overall travel times. This may bring additional investment to York and widen the market for existing business for goods and services increasing profitability, which in turn could create jobs.

EC2	Local food, health care, education / training needs and employment opportunities met locally.	+/-	MT to LT	<p>Connectivity to High Speed Rail 2 will bring faster journey times to London, Sheffield and Birmingham, and bring a competitive means of access to Heathrow Airport and HS1 to continental Europe (via London). Upgrading the East Coast Main Line will provide similar benefits between York and London. The effect of this is the improvement of connections between businesses and reduced overall travel times which may bring additional investment to York. And ultimately may result in increased access to investment locally.</p> <p>Despite the economic opportunities that this presents, there is the potential for goods and services, particularly professional services, to be sourced from 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.	+	MT to LT	Ensuring that York is connected to the UK National rail network will enhance access to York's landscapes, open space, leisure and cultural facilities for people living outside of York. This may bring increased numbers of visitors, which has benefits for the economy.
S2	Maintain or reduce York's existing noise levels.	-/I	MT to LT	<p>Ensuring connection with the National rail network could help to decrease the number of vehicular movements and consequently noise. However, there is the potential for those areas close to the East Coast Mainline to experience increased noise from the trains.</p> <p>The potential increases in noise could be mitigated through landscaping (noise bunds or tree screening) to minimise adverse effects on residents and businesses nearby.</p>
S3	Improve the health and well-being of the York population.	-	MT to LT	<p>Ensuring connection with the National rail network could help to decrease the number of vehicular movements and consequently noise. However, there is the potential for those areas close to the East Coast Mainline to experience increased noise and vibration from trains and therefore have a negative impact on well-being.</p> <p>Although the potential increases in noise could be mitigated through landscaping (noise bunds or tree screening).</p>
S4	Safety and security for people and property.	O	N/a	There is no clear link between this aim and the objective.
S5	Vibrant communities that participate in decision-making.	O	N/a	There is no clear link between the aim and the objective.

S6	Reduce the need to travel by private car.	++	MT to LT	Ensuring that York is well connected to the UK national rail network will provide increased opportunities for people to travel longer distances by train, therefore reducing the need to travel by private car for longer journeys.
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.	++	MT to LT	Ensuring that York is well connected to the UK national rail network will provide the opportunity for greater integration of non-car based movements on longer journeys.
S9	Social inclusion and equity across all sectors.	+	MT to LT	Improving connectivity will enlarge the catchment area for various facilities, services and/or employment, education, or training opportunities, thereby increasing access to them for people previously excluded due to lack of public transport access. Also, this will give equity of access to the wider region and nationally in a timely manner.
EN1	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.	+	MT to LT	Improving connectivity via train could decrease the amount of vehicular traffic travelling into the city centre, particularly if a parkway station is constructed on the route of HS2. Improving connectivity has the potential to wider the visitor catchment area, thereby increasing travel to it. Improvements to the infrastructure itself will not have a significant impact given the existing railway lines.
EN2	Conserve and enhance a bio-diverse, attractive and accessible natural environment.	O	N/a	There is no clear link between this aim and the objective.

EN3	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change.	++	MT to LT	Improving connectivity to York via the national rail network has the potential to decrease long-distance vehicular movements into the city, leading to a lower consumption of fossil fuels and carbon emissions, being for climate change in the long term. Longer distance journeys have a lower carbon footprint if collectively taken by public transport compared to car travel. This should initiate long term benefits for climate change, subject to uptake of the trains and the sources of energy used to power them, particularly if renewable energy is used to generate electricity for electrified services.
EN4	Improve air quality in York.	+	MT to LT	Improving connectivity to the national rail network could decrease long-distance vehicular movements to the city. This could decrease traffic travelling around York generally, helping to improve overall air quality. This would be dependent upon uptake of passengers using trains for longer distance travel.
EN5	The prudent and efficient use of energy, water and other natural resources.	+	MT to LT	Improvements to the railway lines and high speed train network should encourage uptake of this mode for longer distance travel. Increasing this should therefore have a positive influence in reducing the consumption of fuel from vehicles, subject to passenger uptake and capacity of the trains.
EN6	Reduce pollution and waste generation and increase levels of reuse and recycling.	+	MT to LT	Improving connectivity to York via the national rail network, and therefore making train travel to the city easier, has the potential to decrease vehicular movements into the city. This would lead to lower consumption of fossil fuels so reducing pollution.
EN7	Maintain and improve water quality.	O	N/a	There is no clear link between this aim and the objective.

Strategic Theme 3 – Implement and Support Behavioural Change

Description:

This theme will 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. Some of the ways this will be done will be through partnership working with organisations such as those within the health sector. It will also include travel plans, training and marketing campaigns.

The key outcomes will be:

- **Sustainable transport promotion**
- **Safety and training**
- **More travel plans**

Aim B1: Promoting active and sustainable forms of travel

The key objectives of this will be:

- a) Appropriate awareness raising, advice and education
- b) Programmes to encourage cycling
- c) Promoting the use of the Public Rights of Way network

Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: To reduce York's Ecological Footprint from its current level of 5.3 hectares per person to 3.5 hectares by 2033 and ultimately to reduce to the One Planet Living target of 1.8 hectares.	+	ST to LT	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 therefore 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	Conditions for business success, stable economic growth and investment.	++	ST to LT	This aim could directly meet this objective through raising awareness to promote: <ul style="list-style-type: none"> • Providing access to employees from a wider catchment. • As more people use active forms of travel, the workforce will become more healthy and productive. • More efficient transport management will be achievable, therefore helping to reduce transport costs. • More efficient use of space as less space may be needed for car parking.
EC2	Local food, health care, education / training needs and employment opportunities met locally.	+	ST to LT	Providing full information about the transport options available to people and encouraging them to use more sustainable/active forms of transport will help to ensure that essential services and employment opportunities are accessible by non-car modes of travel.
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	Providing full information about the transport options available to people and encouraging them to use more sustainable/active forms of transport could open up urban and rural landscapes, public open space/ recreational areas and leisure and cultural facilities to people who might have otherwise perceived them to be inaccessible.
S2	Maintain or reduce York's existing noise levels.	+/I	LT	Providing full information about the transport options available to people, and encouraging them to use more sustainable/active forms of transport could reduce vehicular movements around the city, and the associated noise. This will depend on how this is implemented.
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 active forms of transport such as walking and cycling will help to improve people's physical and mental health. It could also reduce traffic and the associated emissions improving air quality and, therefore, people's health.

S4	Safety and security for people and property.	++	ST to LT	<p>Providing full information about the transport options available to people, and encouraging them to use more active forms of transport such as walking and cycling could increase the numbers of people travelling in this way, which could increase motorised vehicle drivers' awareness of their presence, and so adopt safer driving techniques.</p> <p>The education of pedestrians and cyclists could also improve their awareness of vehicular traffic and therefore safety.</p> <p>The promotion of sustainable transport could result in higher numbers of public transport users which could improve perceived, and actual personal safety on public transport at stops and stations, particularly during the hours of darkness due to 'safety in numbers'.</p>
S5	Vibrant communities that participate in decision-making.	+	ST to LT	<p>There is the potential to meet this objective through relevant events, awareness raising and education. This could aid participation and lead to social interaction.</p>
S6	Reduce the need to travel by private car.	++	ST to LT	<p>This aim has the potential to give people the information, training and encouragement they need to use more sustainable and more active forms of transport whenever they can, thereby helping to reduce their reliance on the private car. In combination with other aims and objectives set out in LTP3, this should make walking, cycling and using public transport a more attractive alternative. To maximise the effectiveness of this, it should be promoted to a wider audience outside of the York boundary to make tourists and visitors aware of alternative modes for accessing the city.</p>
S7	Development which provide good access to and encourage use of public transport, walking and cycling.	+/I	ST to LT	<p>This aim has potential to give developers the information and guidance they need to design and build developments that enable the use of more sustainable forms of transport.</p>
S8	A transport network that integrates all modes for effective non-car based movements.	+/I	ST to LT	<p>Although this objective will not directly integrate different modes of non-car based movements, it will give people the knowledge they need to use more sustainable and more active forms of transport whenever they can. Promotion will be a valuable tool in 'selling' alternatives to the car, what modes are available, and how they work together.</p>

S9	Social inclusion and equity across all sectors.	+/I	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 social inclusion through knowledge of routes and modes otherwise perceived to be inaccessible to them. This could make it easier for people who are currently excluded from fully carrying out their everyday activities and lead to equity of access. Cyclists using pavements can intimidate vulnerable pedestrians, so awareness raising programmes will need to address this.
EN1	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	ST to LT	Promoting sustainable forms of transport could give people the information, training and knowledge they need to use more sustainable forms of transport, whenever they can. This will give them to ability to reduce their reliance on the private car, and so reduce traffic in the city. This should have a positive effect on the character and setting of the city, but will depend upon the uptake of alternative modes of transport-related to promotion set out in this aim.
EN2	Conserve and enhance a bio-diverse, attractive and accessible natural environment.	+/I	ST to LT	The promotion of walking and cycling should be combined with awareness raising of the Highway Code and Countryside Code to minimise additional disturbance to flora and fauna from increased uptake in these activities where they adjoin bio-diverse or natural environments. In order to promote cycling and walking, biodiversity trails could be implemented to attract people to these modes of transport.
EN3	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change.	+	MT to LT	Giving people information and training to understand the implications of different modes. It will also encourage them to use more sustainable forms of transport and has the potential to reduce their reliance on the private car, resulting in fewer trips and a lower consumption of fossil fuels. Less car travel will reduce the use of fossil fuels, which will reduce the associated carbon emissions and pollutants therefore being positive in the long-term for climate change.
EN4	Improve air quality in York.	+	MT to LT	Giving people information, training and encouragement to use more sustainable forms of transport has the potential to reduce their reliance on the private car, resulting in a lower consumption of fossil fuels. Less car travel will reduce the use of fossil fuels, which will reduce the associated carbon emissions and pollutants and improve air quality. Awareness raising of routes into and around York as well as low emission vehicles will be particularly important to maximise this aim against this SA objective, particularly in relation to the AQMAs.

EN5	The prudent and efficient use of energy, water and other natural resources.	+	MT to LT	Giving people information, training and encouragement to use more sustainable forms of transport has the potential to reduce their reliance on the private car, resulting in a lower consumption of fossil fuels. Less car travel will reduce the use of fossil fuels.
EN6	Reduce pollution and waste generation and increase levels of reuse and recycling.	+	MT to LT	Giving people information, training and encouragement to use more sustainable forms of transport has the potential to reduce their reliance on the private car, resulting in a lower consumption of fossil fuels. Less car travel will reduce the use of fossil fuels, which will reduce the associated carbon emissions and pollutants.
EN7	Maintain and improve water quality.	O	N/a	There is no clear link between this principle and the objective.

Aim B2: Ensuring the effective delivery of road safety through education and training support

The key objective of this is:

- a) Targeted road safety training and education and support.

Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: To reduce York's Ecological Footprint from its current level of 5.3 hectares per person to 3.5 hectares by 2033 and ultimately to reduce to the One Planet Living target of 1.8 hectares.	+	ST to LT	Road safety training may give people the knowledge and confidence they need to use more active forms of transport whenever they can. This could lead to lower consumption of fossil fuels, which would be positive for this objective overall.
EC1	Conditions for business success, stable economic growth and investment.	O	N/a	There is no direct link between this aim and the objective.

EC2	Local food, health care, education / training needs and employment opportunities met locally.	+/I	ST to LT	Road safety training may give people the knowledge and confidence they need to use more active forms of transport whenever they can. This aim should also help to deliver targeted and local training needs within the city in terms of road safety. It has the potential to contribute positively to this objective, but will depend upon implementation and delivery.
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 direct link between this aim and the objective. However, this aim will support safe access to these facilities.
S2	Maintain or reduce York's existing noise levels.	O	N/a	There is no direct link between this aim and the objective.
S3	Improve the health and well-being of the York population.	+	ST to LT	This aim should directly meet this objective by providing people with enhanced knowledge of road safety. This should also help to reduce and minimise road traffic related accidents within York.
S4	Safety and security for people and property.	++	ST to LT	This aim should directly meet this objective. Road safety training may give people the knowledge and confidence they need to be safe when using a road. More people engaging in these activities could increase motorised vehicle drivers' awareness of their presence, and so would adopt safer driving techniques. The education of pedestrians and cyclists could also improve their awareness of vehicular traffic and therefore safety.
S5	Vibrant communities that participate in decision-making.	O	N/a	There is no clear link between the aim and the objective.
S6	Reduce the need to travel by private car.	+	ST to LT	Road safety training may give people the knowledge and confidence they need to use more active forms of transport whenever they can, reducing their need to travel by private car.
S7	Development which provide good access to and encourage use of public transport, walking and cycling.	+/I	ST to LT	A programme to tackle road safety may encourage developers to think more about this in their proposals, and so may result in developments that are safer and more attractive for pedestrians and cyclist

S8	A transport network that integrates all modes for effective non-car based movements.	+/I	ST to LT	Although this objective will not directly integrate different modes of non-car based movements, it will give people the knowledge and confidence they need to use more sustainable and more active forms of transport whenever they can.
S9	Social inclusion and equity across all sectors.	+	ST to LT	Road safety training may give people the knowledge and confidence they need to use more active forms of transport whenever they can. This may help to open up greater accessibility to health care, education, training and employment, making it easier for people who are currently excluded from fully carrying out their everyday activities.
EN1	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 give people the knowledge and confidence they need to use more active forms of transport, whenever they can. This will help to reduce their reliance on the private car and reducing traffic in the city.
EN2	Conserve and enhance a bio-diverse, attractive and accessible natural environment.	O	N/a	There is no clear link between this principle and the objective.
EN3	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change.	O	N/a	There is no clear link between this principle and the objective.
EN4	Improve air quality in York.	O	N/a	There is no clear link between this principle and the objective.
EN5	The prudent and efficient use of energy, water and other natural resources.	O	N/a	There is no clear link between this principle and the objective.
EN6	Reduce pollution and waste generation and increase levels of reuse and recycling.	O	N/a	There is no clear link between this principle and the objective.
EN7	Maintain and improve water quality.	O	N/a	There is no clear link between this principle and the objective.

Aim B3: Effective travel planning

The key objectives of this will be:

- a) Supporting the preparation of travel plans
- b) More effective requirements for and enforcement of travel plans

Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: To reduce York's Ecological Footprint from its current level of 5.3 hectares per person to 3.5 hectares by 2033 and ultimately to reduce to the One Planet Living target of 1.8 hectares.	+	ST to LT	Travel plans help schools and employers to encourage the use of sustainable modes of travel during rush hour helping to reduce the journeys made by private car, leading to a lower consumption of fossil fuels. Helping to ensure commuters use more sustainable modes to travel to work should have significant benefits on the overall transport network. Travel to work, particularly from outside of the authority boundary, has a significant influence on York's carbon and eco footprints and any progress made in reducing transport-related emissions will reduce these
EC1	Conditions for business success, stable economic growth and investment.	+	ST to LT	Enabling a structured and sustainable plan to travel to a place of work or education establishment may enable better accessibility for employees/students, visitors and goods. Also encouraging sustainable modes may help to reduce congestion with positive benefits for the overall transport network.
EC2	Local food, health care, education / training needs and employment opportunities met locally.	+	ST to LT	Enabling a structured and sustainable plan to travel to a place of work, education establishment, health facility or local centre (with local shops) may enable better accessibility for employees/students/patients, visitors and the local community. Also encouraging sustainable modes may help to reduce congestion with positive benefits for the overall transport network.
S1	Enhance access to York's urban and rural landscapes, public openspace / recreational areas and leisure and cultural facilities for all.	+/I	ST to LT	Travel plans help schools and employers to encourage the use of sustainable modes of travel during rush hour helping to reduce the journeys made by private car during peak hours. In order to maximise the achievement of this objective, some major and cultural and leisure facilities should work and promote sustainable travel plans.
S2	Maintain or reduce York's existing noise levels.	I	ST to LT	No direct link, but indirectly sustainable travel could help to minimise traffic having positive implications for this objective. This is subject to implementation.

S3	Improve the health and well-being of the York population.	+/I	ST to LT	Sustainable travel plans should, where possible, help to promote active forms of travel to work which would promote health and well-being.
S4	Safety and security for people and property.	+/I	ST to LT	Travel Plans, particularly those prepared by schools, could include actions that can contribute to the education of pedestrians and cyclists. This could improve their awareness of vehicular traffic and, therefore, road safety in the immediate term and in the longer term (into adulthood).
S5	Vibrant communities that participate in decision-making.	+/I	ST to LT	Schools in York are encouraged to involve the whole school community in their travel planning, as this will encourage engagement in community activities. If the emphasis of the Travel Plan is on active forms of travel, this may encourage people out into their local environments, which may encourage more social interaction.
S6	Reduce the need to travel by private car.	+/I	ST to LT	The range of measures that Travel Plans introduce should aim to reduce the need to travel by private car through initiatives such as car sharing, improving cycling facilities, raising awareness of travel choices, encouraging walking, cycling and the use of public transport, etc.
S7	Development which provide good access to and encourage use of public transport, walking and cycling.	+/I	ST to LT	This aim can be used to encourage or compel (though Conditions applied to Consents) developers to incorporate a Travel Plan into their proposed development, which will help the developer to think about/put in place measures that facilitate good access and encourages the use of public transport, walking and cycling.
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	Social inclusion and equity across all sectors.	+	ST to LT	Enabling a structured and sustainable plan to travel to a place of work or education establishment may enable better accessibility for employees/students, visitors and goods, particularly those on low incomes or those who may not have otherwise been able to access jobs or education.
EN1	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	ST to LT	The range of measures that Travel Plans introduce should aim to reduce the need to travel by private car. This will help to reduce the negative effects associated with vehicular traffic such as noise and air pollution, and as such will help to preserve the character and setting of York.

EN2	Conserve and enhance a bio-diverse, attractive and accessible natural environment.	O	N/a	There is no direct link between this aim and the objective.
EN3	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change.	+	ST to LT	Travel plans help schools and employers to encourage the use of sustainable modes of travel during rush hour, helping to reduce the journeys made by private car during peak hours.
EN4	Improve air quality in York.	+	ST to LT	The range of measures that Travel Plans introduce should aim to reduce the need to travel by private car. Less car travel will reduce the use of fossil fuels, which will reduce the associated carbon emissions and pollutants, resulting in improved air quality. This will be subject to implementation.
EN5	The prudent and efficient use of energy, water and other natural resources.	+/I	ST to LT	The range of measures that Travel Plans introduce should aim to reduce the need to travel by private car. Less car travel will reduce the use of fossil fuels. The effectiveness of this will be subject to implementation.
EN6	Reduce pollution and waste generation and increase levels of reuse and recycling.	+/I	ST to LT	The range of measures that Travel Plans introduce should aim to reduce the need to travel by private car. Less car travel will reduce the use of fossil fuels, which will reduce the associated carbon emissions and pollutants. The effectiveness of this will be subject to implementation.
EN7	Maintain and improve water quality.	O	N/a	There is no clear link between this aim and the objective.

Strategic Theme 4 - Tackle Transport Emissions

Description:

This theme alongside other policies will aim to reduce Carbon Dioxide (CO₂) and Oxides of Nitrogen (NO_x), particularly Nitrogen Dioxide (NO₂), through the promotion of less polluting fuels, low emission zones and other technology developments as well as the reduction of vehicles numbers.

How this might be achieved:

- **Reduced Vehicle emissions**
- **A healthier city**

Aim E1: Increasing the proportion of alternatively fuelled (low emission) vehicles running within or through York

The key objectives of this will be:

- a) Having the infrastructure in place to support the use of electric or electrically assisted vehicles
- b) Encouraging the use of other lower emission vehicles

Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: To reduce York's Ecological Footprint from its current level of 5.3 hectares per person to 3.5 hectares by 2033 and ultimately to reduce to the One Planet Living target of 1.8 hectares.	++	ST to LT	Increasing the proportion of alternatively fuelled (low emission) vehicles could lead to a significant reduction in vehicle emissions. Currently transport is a significant contributor to emissions within York. This aim and objective should help to actively tackle the source of emissions, which would be positive from implementation and in the long term. Any progress made in reducing transport-related emissions will reduce York's Ecological and Carbon Footprints.
EC1	Conditions for business success, stable economic growth and investment.	++	ST to LT	The promotion of alternatively (low emission) fuelled vehicles should increase demand for these new technologies and may lead to opportunities for growth and investment in businesses in this field. York as a Science City is well placed to expand this industry.

EC2	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.	+/I	ST to LT	The promotion of alternatively fuelled (low emission) vehicles could lead to quieter vehicles and/or vehicles that cause fewer ground borne vibrations. This would be positive for this objective but is suspect to implementation.
S3	Improve the health and well-being of the York population.	++	ST to LT	The promotion of alternatively fuelled vehicles may result in lower emissions, reducing the severity of the impacts of harmful and improving air quality, therefore improving health and well-being. Currently, York has two areas which consistently breach emissions and have therefore been designated AQMAs. Improving the use of alternative (low emission) fuels will help in the long-term to improve health in the city, particularly for residents of the city centre and those in a close proximity to AQMA. This will be dependent on implementation and types of low emission vehicles on the road.
S4	Safety and security for people and property.	O	N/a	There is no clear link between this aim and the objective.
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	The aim does not seek to reduce travel by private vehicle – it seeks to promote the use of alternatively fuelled (low emission) vehicles. As the infrastructure required to run an electric or electronically assisted vehicle becomes more prevalent, this may encourage travel by private car. There may therefore be a potential conflict between social and environmental objectives with regards to low emission vehicles and infrastructure.

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	Social inclusion and equity across all sectors.	O	N/a	There is no clear link between this aim and the objective.
EN1	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	The promotion of alternatively fuelled (low emission) vehicles may result in lower emissions, reducing the severity of the impacts of harmful pollutants and improving air quality. It could also lead to quieter vehicles and/or vehicles that cause fewer ground borne vibrations. These will have a positive influence on the character and setting of the historic city.
EN2	Conserve and enhance a bio-diverse, attractive and accessible natural environment.	+	ST to LT	The promotion of alternatively fuelled (low emission) vehicles may result in lower emissions of pollutants, thereby reducing adverse impacts on the natural environment.
EN3	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change.	++/I	ST to LT	This aim and objectives should directly meet this objective. The promotion of alternatively fuelled (low emission) vehicles should result in 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. The success of fully achieving this objective will be through the uptake of low emission vehicles.

EN4	Improve air quality in York.	++/I	ST to LT	The promotion of alternatively fuelled (low emission) vehicles may result in lower emissions, reducing the severity of the impacts of harmful pollutants and improving air quality. Alternative fuel use will be key in helping to improve air quality in York as modal shift alone is not expected to be able to achieve this. The areas which will particularly benefit are AQMAs and air quality hotspots near the city centre. The main gain for the city could be through the implementation of a low emission bus fleet in the short to medium term. As other vehicle technology advances, a more significant contribution toward this objective will be made. As a result, this aim should directly achieve this objective.
EN5	The prudent and efficient use of energy, water and other natural resources.	+	ST to LT	The promotion of alternatively fuelled (low emission) vehicles could result in a lower consumption of fossil fuels, therefore helping to minimise the use of finite resources and pollution. This aim also directly supports the development of a city-wide low emission and low consumption infrastructure in York.
EN6	Reduce pollution and waste generation and increase levels of reuse and recycling.	+	ST to LT	The promotion of alternatively fuelled (low emission) vehicles could result in a lower consumption of fossil fuels and emission of harmful pollutants.
EN7	Maintain and improve water quality.	O	N/a	There is no clear link between this aim and the objective.

Aim E2: Meeting the EU legal requirements for air quality

The key objectives of this will be:

a) Measures to discourage the use of more polluting vehicles

b) Support York's Low Emission Strategy and Air Quality Action Plan

Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: To reduce York's Ecological Footprint from its current level of 5.3 hectares per person to 3.5 hectares by 2033 and ultimately to reduce to the One Planet Living target of 1.8 hectares.	++	ST to MT	Discouraging the use of more polluting vehicles and supporting York's Low Emissions Strategy could lead to a significant reduction in vehicle emissions. Currently transport is a significant contributor to emissions within York. Any progress made in reducing transport-related emissions will reduce York's Ecological Footprint.
EC1	Conditions for business success, stable economic growth and investment.	?	ST to MT	The discouragement of more polluting vehicles could contribute to business start-ups or expansion opportunities in the field of alternatively fuelled vehicles and vehicle technology. This may lead to growth and investment in green businesses in York. However, introducing measures that discourage the use of more polluting vehicles may create access difficulties for employees and goods. In order to minimise any negative effects to the economy, innovative solutions will need to be implemented whereby goods and people can be transferred into the city using low emissions and technological efficient vehicles
EC2	Local food, health care, education / training needs and employment opportunities met locally.	0	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.	0	N/a	There is no clear link between this aim and the objective.

S2	Maintain or reduce York's existing noise levels.	+/I	ST to MT	The discouragement of more polluting vehicles could result in more people using alternatively fuelled (low emission) vehicles, which could lead to quieter vehicles and/or vehicles that cause fewer ground borne vibrations. This success of meeting this objective will be subject to implementation.
S3	Improve the health and well-being of the York population.	+/I	ST to MT	Currently, York has two areas which consistently breach emissions and have therefore been designated AQMAs. Discouraging the use of more polluting vehicles and implementing measures to support the Low Emission Strategy will help, in the long-term, to improve health in the city, particularly for residents of the city centre and those in close proximity to AQMA. This will be dependent on implementation and types of low emission vehicles on the road.
S4	Safety and security for people and property.	O	N/a	There is no clear link between this aim and the objective.
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 MT	The aim does not seek to reduce travel by private vehicle – it seeks to discourage the use of more polluting vehicles (to increase the use of alternatively fuelled (low-emission) vehicles). The need to travel by private car may reduce if people are unable to change to an alternatively fuelled vehicle and seek to travel by other means. However, as the infrastructure required to run an electric or electronically assisted vehicle becomes more prevalent, this may encourage travel by private car. There may therefore be a potential conflict between social and environmental objectives with regards to low emission vehicles and infrastructure.
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	Social inclusion and equity across all sectors.	O	N/a	There is no clear link between this aim and the objective.

EN1	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 MT	Discouraging the use of more polluting vehicles may result in lower emissions, reducing the severity of the impacts of harmful pollutants and improving air quality. It could also lead to quieter vehicles and/or vehicles that cause fewer ground borne vibrations. Both of which will have a positive influence on the character and setting of the historic city.
EN2	Conserve and enhance a bio-diverse, attractive and accessible natural environment.	+	ST to MT	Discouraging the use of more polluting vehicles may result in lower emissions, thereby reducing adverse impacts on the natural environment.
EN3	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change.	++	ST to MT	This will directly meet the objective. The discouragement of more polluting vehicles could result in more people using alternatively fuelled (low emission) vehicles, which could result in a lower consumption of fossil fuels. Reducing the use of fossil fuels could also reduce carbon emissions and pollutants from vehicles, thereby being positive in the long-term for climate change.
EN4	Improve air quality in York.	++	ST to MT	This aim will directly meet this objective. The discouragement of more polluting vehicles could result in more people using alternatively fuelled (low emission) vehicles. This may result in lower emissions, thereby reducing the severity of the impacts of harmful pollutants and improving air quality. Supporting the Low Emissions Strategy and Air Quality Action Plan should ensure that York becomes a low emission city with high aspirations and achievements for air quality. Central to this is transport, the discouragement of more polluting vehicles, and the introduction and uptake of low emission vehicles.
EN5	The prudent and efficient use of energy, water and other natural resources.	+	ST to MT	Discouraging the use of more polluting vehicles together with the promotion of alternatively fuelled vehicles and adherence to the Low Emissions Strategy should result in a lower consumption of fossil fuels. This should be positive for this objective.
EN6	Reduce pollution and waste generation and increase levels of reuse and recycling.	+	ST to MT	This aim actively aims to discourage the use of more polluting vehicles as well as supporting a low emission strategy. This should be positive for this objective in the long term by reducing the amount of air pollution from the most contaminating vehicles.
EN7	Maintain and improve water quality.	O	N/a	There is no clear link between this aim and the objective.

Strategic Theme 5 – Improve Public Streets and Spaces

Description:

This theme is for transport to enable an attractive city to thrive and to improve the public streets and spaces throughout York. Transport can support this through, having fewer vehicles in the city centre, having an appropriate freight policy and controlling vehicle speeds.

The key outcomes of this will be:

- **Better public spaces**
- **Sustainable transport incorporated into developments**
- **Less vehicles in the city centre**
- **Improved access for active transport trips**

Aim P1: Enhancing the character of public streets, spaces and corridors

The key objectives of this will be:

- a) Reinvigorate the 'Footstreets' in the city centre and the approaches to it
- b) More Accessible Streets and key destinations
- c) Safer Streets
- d) New development that is more sustainable

Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: To reduce York's Ecological Footprint from its current level of 5.3 hectares per person to 3.5 hectares by 2033 and ultimately to reduce to the One Planet Living target of 1.8 hectares.	+	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 and safer for more sustainable forms of transport, particularly more active forms of travel. Transport is a significant contributor to York's Ecological Footprint and any progress made in reducing transport-related emissions will reduce York's Ecological Footprint.
EC1	Conditions for business success, stable economic growth and investment.	++/I	ST to LT	Reinvigorating the Footstreets area in the city centre may have positive impacts on York as a visitor and shopping destination. This could help the retail sector particularly through improving currently outdated streets in the city centre. This will depend upon implementation.

EC2	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.	+/I	ST to LT	This aim could lead to easier access to York's landscapes and facilities. Key to the achievement of this objective is how accessibility measures are implemented in terms of streets and for the principal destinations.
S2	Maintain or reduce York's existing noise levels.	+	ST to LT	This aim could lead to a change in 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 and vibration.
S3	Improve the health and well-being of the York population.	+	ST to LT	This aim could lead to a change in 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, noise and vibrations. In particular, improving the 'Footstreets' should be positive in attracting pedestrians. This in turn will improve health and well-being.
S4	Safety and security for people and property.	++/I	ST to LT	This aim has a specific objective for safer streets. The achievement of this will be subject to implementation.
S5	Vibrant communities that participate in decision-making.	++	ST to LT	Improvements to public streets and spaces can contribute to a sense of place, and as a result may bring the community closer together by encouraging engagement in community activities. In addition, improving streets and spaces may encourage people out into their local environments, which may encourage more social interaction.
S6	Reduce the need to travel by private car.	+	ST to LT	Improving public streets and spaces may encourage people to walk and cycle more therefore discouraging short journeys by car.
S7	Development which provide good access to and encourage use of public transport, walking and cycling.	+	ST to LT	Improving public streets and spaces aims to encourage walking, cycling and the use of public transport in preference to using a car. This should have a positive impact on this objective.

S8	A transport network that integrates all modes for effective non-car based movements.	+	ST to LT	Improving public streets and spaces 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 network.
S9	Social inclusion and equity across all sectors.	+	ST to LT	Improving public streets and spaces could lead to people having better access to public space, thereby being more able to enjoy them and take part in activities which will help to bring together the community and get them involved in the local area. This aim also seeks to make streets more accessible, which should also work towards improving social inclusion and equity of access.
EN1	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	Improving public streets and spaces will help to improve the general quality of public realm in York. This could encourage developers to invest more money and implement higher quality developments, which could help to improve the overall built environment and preserve the character and setting of York.
EN2	Conserve and enhance a bio-diverse, attractive and accessible natural environment.	+	ST to LT	Improving public streets and spaces will help to improve the general quality of public realm in York. This will be positive on maintaining and enhancing the quality of York. Further to this, it will serve to enhance the environment and make it more accessible by more active forms of travel. The reinvigoration of the Footstreets could include landscaping and flora which could be positive for this objective.
EN3	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change.	+	ST to LT	Improving public streets and spaces may encourage people to walk and cycle more, therefore discouraging short journeys by car. This could lead to lower fuel consumption and carbon emissions, thereby being positive in the long-term for climate change.
EN4	Improve air quality in York.	+	ST to LT	Improving public streets and spaces may encourage people to walk and cycle more, therefore discouraging short journeys by car. This could lead to lower fuel consumption and carbon emissions, reducing the severity of the impacts of harmful pollutants and improving air quality. Also traffic may be displaced from particularly busy routes in and around the city centre, which forms the majority of the city's first AQMA. This will be particularly relevant to the city centre.

EN5	The prudent and efficient use of energy, water and other natural resources.	+	ST to LT	Improving public streets and spaces may encourage people to walk and cycle more, therefore discouraging short journeys by car. This could lead to lower fuel consumption and therefore reduced consumption of natural resources.
EN6	Reduce pollution and waste generation and increase levels of reuse and recycling.	+	ST to LT	Improving public streets and spaces may encourage people to walk and cycle more, therefore discouraging short journeys by car. This could lead to lower fuel consumption and therefore lower levels of pollution.
EN7	Maintain and improve water quality.	O	N/a	There is no clear link between this principle and the objective.

Aim P2: Reducing vehicle intrusion in the city centre and alterations to the inner ring road

The key objectives of this will be:

- a) Traffic management measures and controls in and around the city centre
- b) Encouraging more use of car clubs and car sharing
- c) Change the function and design on the Inner Ring Road and reduce its severance effects on the city centre

Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: To reduce York's Ecological Footprint from its current level of 5.3 hectares per person to 3.5 hectares by 2033 and ultimately to reduce to the One Planet Living target of 1.8 hectares.	+	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 and safer for more sustainable forms of transport, particularly more active forms of travel. In addition to this, encouraging the use of car pools, car clubs and car sharing should help to reduce the overall use of the private car. Transport is a significant contributor to York's Ecological Footprint and any progress made in reducing transport-related emissions will reduce York's Ecological Footprint.

EC1	Conditions for business success, stable economic growth and investment.	+/I	ST to LT	Traffic management measures have the potential to ease congestion in the city, allowing for more reliable journey times, particularly for public transport, which may encourage business success. However, it could be argued that traffic management measures and controls may make it more difficult for businesses located in the city centre to function (e.g. access may be more difficult for deliveries, and inaccessibility by private car). This aim and its associated policies will need to ensure that the measures are flexible enough to ensure continued support for city centre retailers and businesses but balance this with the need for enhanced traffic management.
EC2	Local food, health care, education / training needs and employment opportunities met locally.	-/I	ST to LT	Reducing vehicular intrusion into, through and around the city centre may make it more difficult for people to access local food, health care, education/training needs and employment opportunities, particularly those people with reduced mobility. Accessibility by other means will be necessary to counteract this. This is dependent on implementation.
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	Reducing vehicular intrusion into, through and around the city centre may make it more difficult for people to access leisure and cultural facilities, particularly for people with reduced mobility. However, reducing vehicular intrusion will also make cycling and walking safer and therefore the city's leisure and cultural facilities will be more accessible by these modes of transport.
S2	Maintain or reduce York's existing noise levels.	+/-	ST to LT	The introduction of traffic management measures should have a positive influence on this objective. This aim could lead to a change of function of many of the streets and roads in and around the city centre, thereby reducing the number of vehicles, making access easier for more sustainable forms of transport, and reducing the adverse impacts of motorised traffic, including noise and vibration. Displacement of traffic could increase noise in other parts of the city, although this could be potentially mitigated by landscaping/noise barriers, vehicle technology improvements and modal shift away from car use.

S3	Improve the health and well-being of the York population.	+/-	ST to LT	<p>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 and active forms of transport and reducing the adverse impacts of motorised traffic, including emissions.</p> <p>Displacement of traffic could cause air quality issues and increased noise in other parts of the city, although this could potentially be mitigated by landscaping/noise barriers, and vehicle technology improvements. Any traffic management plan will need to take consideration of existing AQMAs and air quality hotspots with an aim to reduce vehicle effects in these areas.</p>
S4	Safety and security for people and property.	+/I	ST to LT	<p>This aim and its associated objectives should consider safety measures as an integrated part of traffic management areas. There is the potential that this could have a positive overall influence for cyclists and pedestrians, particularly in the city centre and areas adjacent to the ring road. The benefits for this objective will be determined upon implementation and what is included in the specific schemes put forward.</p>
S5	Vibrant communities that participate in decision-making.	O	N/a	<p>There is no clear link between the aim and the objective.</p>
S6	Reduce the need to travel by private car.	++	ST to LT	<p>Reducing vehicular intrusion into, through and around the city centre will make more sustainable and more active forms of transport easier and safer, therefore encouraging people to travel in this way and in turn reducing the need to travel by private car.</p> <p>Encouraging more use of car clubs and car sharing will make people aware of more alternatives to using their own car, therefore helping to reduce the need to travel by private car. Evidence has shown that this method has been successful in both commercial and domestic situations in the UK and has also contributed towards lower private car ownership where these schemes have been introduced.</p>
S7	Development which provide good access to and encourage use of public transport, walking and cycling.	O	N/a	<p>There is no clear link between the aim and the objective.</p>

S8	A transport network that integrates all modes for effective non-car based movements	+/I	ST to LT	This aim could lead to a 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. Further to this, the traffic management measures should enable an integrated network of alternative travel modes through and around the city to be given greater priority. Whilst the car share/car club does not dissuade use of a car, it will help to encourage more selective and sustainable use of cars on the network.
S9	Social inclusion and equity across all sectors	++	ST to LT	Implementing traffic management measures and controls may lead to safer streets and spaces and more access to public space, therefore people may be more able to enjoy them and take part in activities which will help to bring the community together and get them involved in the local area. Further to this, car share and car clubs may provide access to vehicles which they are unable to afford or access through private ownership.
EN1	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	Reducing vehicle intrusion into, through and around the city centre could help reduce the negative impacts of traffic on the historic city of York including emissions, noise, vibration, and visual intrusion. This will also play a part in helping to improve the public realm, and will therefore help to achieve a quality built environment and preserve the character and setting of the city. It should also be noted that York has a distinctive historic road structure leading to and through the walls of the city. Consequently, the plans should not try to extinguish this connection but take the pressure off the most significant streets.
EN2	Conserve and enhance a bio-diverse, attractive and accessible natural environment	+	ST to LT	Reducing vehicle intrusion into, through and around the city centre could help reduce the negative impacts of traffic on the natural environment.
EN3	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change	+	ST to LT	Reducing vehicular intrusion into, through and around the city centre will make more sustainable and more active forms of transport easier and safer, therefore encouraging people to reduce their travel by private car. This could lead to lower fuel consumption and carbon emissions, thereby being positive in the long-term for climate change. Encouraging the use of car share and car clubs also encourages more selective and sustainable use of the vehicles. This should also have a positive effect on reducing emission.

EN4	Improve air quality in York.	++/?	ST to LT	Reducing vehicle intrusion into the city centre should be positive for this objective given the large contribution transport makes to air quality around York's city centre and inner ring road. There should be particular benefits in improving air quality in the AQMA. However, any plans will need to consider how to mitigate the displacement of vehicles and adverse impacts on air quality in other areas of the city arising from traffic controls in and around the city centre.
EN5	The prudent and efficient use of energy, water and other natural resources.	+	ST to LT	Reducing vehicular intrusion into, through and around the city centre will make more sustainable and more active forms of transport easier and safer, therefore encouraging people to reduce their travel by private car. This could lead to lower fuel consumption. Further to this, the encouragement of car share and car pools may discourage private car journeys and ownership which would have positive effects on resources.
EN6	Reduce pollution and waste generation and increase levels of reuse and recycling.	+	ST to LT	Reducing vehicular intrusion into, through and around the city centre will make more sustainable and more active forms of transport easier and safer, therefore encouraging people to reduce their travel by private car. This could lead to lower fuel consumption and therefore the levels of pollutants emitted. This aim could help to reduce air pollution particularly.
EN7	Maintain and improve water quality.	O	N/a	There is no clear link between this principle and the objective.

Aim P3: Reducing vehicle dominance and improving the environment (for walking and cycling) in residential areas

The key objectives of this will be:

- a) Improve access to villages
- b) Improving the environment for walking and cycling

Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: To reduce York's Ecological Footprint from its current level of 5.3 hectares per person to 3.5 hectares by 2033 and ultimately to reduce to the One Planet Living target of 1.8 hectares.	+	ST to LT	This aim could lead to a change of function of many of the streets and roads more remote from the city centre and improve walking and cycling access in the city centre. This will make access easier and safer for more sustainable forms of transport, particularly more active forms of travel. However, providing safer and easier road access to villages could encourage more car use. Improving access by walking and cycling to villages should have a positive influence on this objective. Rural areas are known to have high carbon footprints due to limited sustainable travel options and a high dependence on the car. Improving access to villages, as well as the environment for walking and cycling, should therefore have a positive effect.
EC1	Conditions for business success, stable economic growth and investment.	0	N/a	No direct link to this objective
EC2	Local food, health care, education / training needs and employment opportunities met locally.	++	ST to LT	Improving access to villages may help to ensure that essential services and employment opportunities are accessible by all modes of travel.
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	Improving access to villages and improving walking and cycling access to the city centre will all contribute to opening up the ease of access to public spaces, leisure and cultural facilities.

S2	Maintain or reduce York's existing noise levels.	+/-	ST to LT	Improving walking and cycling access should reduce the adverse impacts experienced from motorised traffic, including noise and vibrations. However, providing safer and easier road access to villages could encourage more car use, thereby potentially increasing noise and vibrations locally. This could be mitigated by landscaping and noise barriers Promoting walking and cycling should not lead to any significant adverse impacts on noise.
S3	Improve the health and well-being of the York population.	++	ST to LT	Improving walking and cycling access will reduce the adverse impacts experienced from motorised traffic, including emissions of pollutants that are harmful to health. However, providing safer and easier road access to villages could encourage more car use, although this is not expected to cause a significant adverse impact on health and well-being as traffic levels will still remain comparatively low. Improvements to the environment for walking and cycling should help people partake in the activity, which would be positive for both physical and mental health.
S4	Safety and security for people and property.	+/I	ST to LT	Providing safer and easier road access to villages could reduce the incidence and severity of road accidents. In improving the environments for walking and cycling, safety should be a major consideration. The safer the routes and the environment, the more potential there is for people to reduce their dependence on the car. The extent of which this aim/objective will meet this will be dependent upon implementation.
S5	Vibrant communities that participate in decision-making.	+	ST to LT	Improving the environment for walking and cycling between different areas has the potential to contribute to a shared sense of place, and as a result may bring the community closer together encouraging engagement in community activities. In addition, improving the walking and cycling environment may encourage people out into their local environments, which may encourage more social interaction. Providing safer and easier road access to villages could encourage more villagers to become more interested and active in decision making for the whole of York.
S6	Reduce the need to travel by private car.	+/?	ST to LT	Improvements to improving walking and cycling will make more sustainable and more active forms of transport easier and safer, therefore encouraging people to travel in this way and in turn reducing the need to travel by private car. Reducing car dominance in rural areas may be challenging due to fewer people to take up sustainable transport options. Providing safer and easier road access to villages could encourage more car use. Therefore doing as much to increase walking and cycling should have an overall positive effect on this objective.

S7	Development which provide good access to and encourage use of public transport, walking and cycling.	+	ST to LT	Overcoming barriers to movement has the potential to open up and make sites more accessible by more sustainable forms of transport, although there is likely to be less opportunity to develop large sites in rural areas.
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. If access to the rural areas and villages is to be improved, then there will need to be more links between transport modes in these areas.
S9	Social inclusion and equity across all sectors.	++	ST to LT	Overcoming barriers to movement within the public realm will help to create safer spaces and more access to public space, therefore more people will be able to enjoy them and take part in activities. This will help to bring the community together and get people involved in the local area. Furthermore, improving access to the villages should promote social inclusion and equity of access from more rural locations.
EN1	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	Improving the environment and reducing the dominance on the car should have positive effects on the historic environment of the urban, suburban and rural character of York. It should help to reduce pressures on the historic infrastructure through the encouragement of sustainable active travel.
EN2	Conserve and enhance a bio-diverse, attractive and accessible natural environment.	+/I	ST to LT	Improving the environment for walking and cycling could form part of a wider green infrastructure strategy that also has biodiversity benefits, subject to implementation. Providing safer and easier road access to villages could have very localised negative impacts. The detailed design and construction of schemes should mitigate this.

EN3	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change.	+	ST to LT	Overcoming barriers to movement within the public realm, particularly through improving walking and cycling access into the city centre, will make more sustainable and more active forms of transport easier and safer, therefore encouraging people to reduce their travel by private car. This could lead to lower fuel consumption and carbon emissions, thereby being positive in the long-term for climate change. There should also be benefits from improving access to rural areas and villages, which are known to have high carbon footprints due to high car dependency, although it is acknowledged that providing safer and easier road access to villages could encourage more car use, thereby reducing these benefits
EN4	Improve air quality in York.	+/I	ST to LT	Overcoming barriers to movement within the public realm, particularly through improving walking and cycling access into the city centre, will make more sustainable and more active forms of transport easier and safer, therefore encouraging people to reduce their travel by private car. This could lead to lower fuel consumption and therefore should help to improve air quality from emissions. However, providing safer and easier road access to villages could encourage more car use, thereby reducing these benefits The positive benefits of this are subject to the implementation
EN5	The prudent and efficient use of energy, water and other natural resources.	+	ST to LT	Overcoming barriers to movement within the public realm, particularly through improving walking and cycling access into the city centre, will make more sustainable and more active forms of transport easier and safer, therefore encouraging people to reduce their travel by private car. This could lead to lower fuel consumption.
EN6	Reduce pollution and waste generation and increase levels of reuse and recycling.	+	ST to LT	Overcoming barriers to movement within the public realm, particularly through improving walking and cycling access into the city centre, will make more sustainable and more active forms of transport easier and safer, therefore encouraging people to reduce their travel by private car. This could lead to lower fuel consumption and therefore pollution emitted.
EN7	Maintain and improve water quality.	+	ST to LT	There is the opportunity during the implementation of this aim to use methods and engineering solutions to prevent pollution entering ground water.

Summary of Appraisal Scores

Key to the appraisal matrices	Likely effect on the SA Objective
++	The option is likely to have a very positive impact
+	The option is likely to have a positive impact
O	No significant effect / no clear link
?	Uncertain or insufficient information on which to determine impact
-	The option is likely to have a negative impact
--	The option is likely to have a very negative impact
I	The option could have a positive or a negative impact depending on how it is implemented

Objectives	Headline Objective	EC1	EC2	S1	S2	S3	S4	S5	S6	S7	S8	S9	EN1	EN2	EN3	EN4	EN5	EN6	EN7
Strategic Aim Q1	+	+	+	+	+	+	+	+	++	+	++	+	+	+	+	+	?	+	+
Strategic Aim Q2	++	+	++	++	O	+	+	+	++	+	+	+	+	+	++	++	+	+	O
Strategic Aim Q3	+	+	+	+	+	+	+	+	++	+	+	+	+	+	+	+	+	+	+
Strategic Aim S1	-	+	+	+	+	+	+	+	-	+	+	+	+	+	++	+	+	++	+
Strategic Aim S2	++	+	+	+	+	+	+	O	+	+	+	+	+	+	++	+	+	+	+
Strategic Aim S3	+	++	+	+	-	-	O	O	++	O	++	+	+	O	++	+	+	+	O
Strategic Aim B1	+	++	+	+	+	+	++	+	++	+	+	+	+	+	+	+	+	+	O
Strategic Aim B2	+	O	+	O	O	+	++	O	+	+	+	+	+	O	O	O	O	O	O
Strategic Aim B3	+	+	+	+	+	+	+	+	+	+	O	+	+	O	+	+	+	+	O
Strategic Aim E1	++	++	O	O	+	++	O	O	-	O	O	O	+	++	++	++	+	+	O
Strategic Aim E2	++	O	O	O	+	+	O	O	-	O	O	O	+	+	++	++	+	+	O
Strategic Aim P1	+	++	+	+	+	+	++	++	+	+	+	+	++	+	+	+	+	+	O
Strategic Aim P2	+	+	+	-	+	+	+	O	+	O	+	+	+	+	+	++	?	+	O
Strategic Aim P3	+	O	++	++	+	++	+	+	+	?	+	+	+	+	+	+	+	+	+

