



3. Local Transport Plan

The City of York's Local Transport Plan, follows the guidelines set down in the *National Policy Guidelines*, particularly *PPG 3* and *PPG 13*, which seeks to reduce car usage and make greater use of walking, cycling and, public transport. The aim is to reduce traffic speeds and improve safety particularly for pedestrians and cyclists, and provide more environmentally friendly deliveries, including those to the home.

In developing the Local Transport Plan, the City of York Council's vision is the creation of a sustainable and integrated local transport system that includes:

- The need to widen travel choices including walking, cycling and public transport;
- Restraining demand for car travel throughout the district;
- Managing traffic to improve road safety;
- Managing the impact of traffic on local air quality, noise, vibration and the environment;
- Planning and managing the highway network;
- Addressing the transport needs of rural areas; and
- Integrating local transport with wider policies such as health and social inclusion.

The City has also developed a speed management plan classifying three categories of road; traffic, mixed priority and residential. Each category has target speeds and identifies the types of measure to be used to achieve these targets if speed and accident problems exist. The plan sets out a framework for traffic calming, safe routes to schools, and enforcement by the police, with the result that schemes are more acceptable to the public and key road user groups such as the Emergency Services and Bus Operators.

The transport strategy is viewed through transport-related objectives of accessibility, traffic reduction, road danger reduction and air quality. The building blocks of the strategy include walking, cycling, public transport, freight and parking. The objectives are set out in the Local Transport Plan (LTP) in order of importance.

At the heart of the York Transport Strategy lies the commitment to a 'Hierarchy of Transport users', a priority listing applicable when making and implementing land use and transport related decisions. The order of priority is as follows:



- i. Pedestrians
- ii. People with mobility problems
- iii. Cyclists
- iv. Public transport users (includes rail, bus, coach and water)
- v. Powered two wheelers
- vi. Commercial/business users (includes deliveries and HGV)
- vii. Car-borne shoppers and visitors
- viii. Car-borne commuters.

Note: pedestrians include especially those with mobility difficulties.

The essence of this transport strategy and the hierarchy of road users will apply to all new development within the control of the City of York Council and will include the historic core and the rural hinterland.