



4. Policy and Objectives

4.1 Introduction

The dominance of motorised travel, especially the car, limits choice and opportunity, particularly for those without a car. To address these problems, there is a clear need to improve conditions for 'vulnerable' road users such as pedestrians and cyclists, as well as developing a public transport system that is integrated and accessible to all potential users. This section refers to the Council's current sustainable transport policies and proposals that aim to provide people in York more travel choice, as set out in the Local Transport Plan.

4.2 Policies

4.2.1 Walking

The Council will seek to promote more walking and to improve conditions for the convenience and safety of pedestrians by reducing walking times and enhancing the pedestrian environment taking into account pedestrian access, security and the needs of those with mobility handicaps.

In support of this policy the City of York Council approved a 'Paving Policy' on the 6th December 2001 which approved the general use of 'bitumen macadam' for use in all streets except for certain Historic or Shopping streets, or where the retention of natural materials was desirable.

4.2.2 Cycling

The Council will seek to promote more cycling and improve road safety by building on routes and facilities already in place to create a safer and more pleasant environment. Where necessary, space will be reallocated away from motorised road users to achieve the best facilities and most direct routes which are both safe and convenient and which do not have a detrimental effect on pedestrians.



Figure 1 – A designated cycle route

4.2.3 Buses

The Council will promote the use of buses through developing:

- Quality Partnerships with bus operators;
- Improve bus service information; and
- Invest in bus priority measures and other facilities.

4.2.4 Motorcycle and Powered two Wheelers

The Council will support the use of powered two-wheelers as an alternative to the motor car by improving the security of parking and providing priority over other private motor vehicles where appropriate.



4.2.5 Cars

The Council will seek to provide suitable, safe and uncongested routes to enable those journeys which might best be undertaken by private car to be carried out without undue detriment to the environment or quality of the people of York.

4.2.6 Traffic Management and Demand Restraint

The Council will seek to reduce both the need to travel and the length of journeys, and discourage the use of private motorised vehicles in favour of walking, cycling and the use of public transport (as appropriate) through utilising appropriate traffic management and demand restraint measures.

4.2.7 Parking

The Council will seek to control the parking of vehicles and movement of private vehicles for less essential trips, whilst maintaining the economic vitality of the City. It will achieve this through:

- Controlling the number of parking spaces provided, the charges made and the periods of availability;
- Controlling the number of non-residential parking spaces in the City;
- Using appropriate standards to limit the provision of parking spaces (particularly strongly in all new developments) and require a high standard of parking for bikes to promote cycle usage; and
- Using location planning policies to support the above aim.

4.2.8 Road Safety

The Council will ensure that in all of its Planning, Engineering and Educational activities, every opportunity will be taken to reduce, minimise or eliminate road danger through a co-ordinated strategy.

4.2.9 Travel Awareness

The Council will seek to raise public awareness of the benefits to be gained from sustainable travel and the problems that are caused by increasing car dependency. The Council aims to change attitudes and behaviour towards car use in favour of more environmentally friendly modes of travel, through an on-going local travel-awareness campaign.

4.2.10 Safe Routes to School

The Council will encourage increased walking and cycling to school.



4.2.11 Air Quality and Noise

The Council will:

- implement measures to reduce NO_x and PM₁₀ pollution levels at relevant locations in accordance with the objectives specified in the National Air Quality Strategy; and
- contribute to national targets in reducing greenhouses gas emissions through developing its sustainable transport strategy.

4.2.12 Other Users

The Council have developed similar policies in respect of Park and Ride, Voluntary and Community Transport, Rail, Taxis and Private Hire vehicles, Water Transport, Public Transport Interchange, Airport Surface Access and Public Transport Information.

4.3 Other Objectives

4.3.1 Noise

The Council aims to minimise the impact of noise especially in sensitive locations through appropriate planning, highway engineering and other noise mitigating measures.

4.3.2 Rural Areas

The Council recognises that the car will be the general mainstay of transport in the rural area, but every opportunity will be taken, particularly for short journeys, to extend pedestrian and cycle facilities in and around villages and linked where practical to the Park and Ride sites. The Council will also aim to minimise the impact of noise on the countryside, especially tranquil areas.

4.4 Integration with Wider Policies

4.4.1 Security and Crime

The Council is working in partnership with the Police, through the Safer York Partnership to enable people to travel without fear for their personal safety, and to create a safe environment around their home, having regard for section 17 of the Crime and Disorder Act 1998.