

Meeting:	Executive
Meeting date:	18 July 2024
Report of:	Director of Transport, Highways and Environment Assistant Director Policy and Strategy
Portfolio of:	Executive Member Policy, Strategy and Partnerships and Executive Member for Transport

Decision Report: Local Transport Strategy 2024-2040: Our journey to be healthier, more sustainable and better connected.

Subject of Report

1. York is renowned for its unique heritage and beauty.
2. Recognised as one of the best places to live in the UK, York is a friendly and welcoming city, home to around 200,000 residents with 8million visitors a year. York is a city of many layers: delve a bit deeper and you will find diverse culture, innovative research for public good and strong communities in distinct neighbourhoods nestled between protected open green spaces.
3. By transforming our city's transport network, we can change how we move around and live in the city. We can improve residents' health through better air quality and making it easier to be physically and socially active. We can introduce new green spaces which will cool our streets in summer and improve local biodiversity. We can strengthen communities by creating shared spaces to play, grow and discover. We can make it easier for residents across the region to travel to York, strengthening our economy attracting both commuters and visitors to the city. We can keep our economy moving by reducing congestion through a new transport strategy which focuses on moving the maximum number of people – not vehicles – and reduces vehicle dominance throughout York's public spaces.

4. York is a city that does not sit still, instead we are a city of continual change. By making changes to York's transport now we can meet the challenges of the 21st century – of health inequalities, climate change and the opportunities presented by new technologies. In many ways this is the same dynamism as that which made York a railway centre, university city or capital of a Roman province.
5. Following a consultation on transport, residents have told us that the rhythm of their lives is dictated by the roads and networks that dominate our city. Whether nipping to the shops, sitting in congestion on the outer ring road, or getting to work on time, our compressed streets constrain lives, creating traffic congestion, poor air quality and acting as artificial barriers that influence how we connect with our neighbours and neighbourhoods. In addition, the strain this puts on our transport and health systems creates demand on public services that we can no longer afford.
6. Executive is now invited to consider a radical and bold approach that will start the journey to revitalise and repurpose York's transport networks by improving how people move around the city and its villages, repurposing roads to create new public spaces and reallocating road space to create new routes, to make it easier to take the bus, walk, wheel or cycle.
7. Instead of seeking approval for a list of isolated transport schemes, Executive is invited to consider the City of York Council area, including York's suburbs, business/ retail parks and villages as a whole, in a Movement and Place Plan for York.
8. In March this year, Executive approved the preparation of a new Local Transport Strategy for York based on support for the policies consulted through Our Big Transport Conversation. This city-wide consultation took place between November 2023 and February 2024. Executive is now asked to approve the *Local Transport Strategy*, which will go on to inform supporting documents including the Local Cycling and Walking Infrastructure Plan, the Local Transport Strategy Implementation Plan, the Framework for the Movement & Place Plan and updated Bus Service Improvement Plan – which will be presented to Executive later in the year.
9. A clear ambition of this Council is to continue the work to improve accessibility to the City Centre as well as the wider city. Therefore in making change to transform our city roads, routes and foot streets (pedestrianised area) it is an opportunity to ensure they are as accessible as practicable. We have listened to disabled

residents and visitors to inform our approach to movement and place throughout delivery of our regeneration and transport plans.

10. As a result, alongside the proposed Local Transport Strategy, Executive is invited to adopt the recommendations for improving access to the city centre for disabled people developed by independent accessibility experts, MIMA, together with the Centre for Applied Human Rights, in consultation with the disabled community and city centre businesses.
11. Finally, Executive is asked to approve a Movement and Place framework for York. The framework will consider York holistically and guide the development of our city, including our streets, public spaces, city and district centres, suburbs and villages through development of a detailed “Movement and Place Plan”. Accordingly, Executive is invited to instruct officers to progress development of a Movement & Place Plan – guided by the Framework. Executive is also invited to instruct officers to prepare a five-year transport Implementation Plan for enacting the new Transport Strategy.
12. The documents being presented to Executive can be summarised as follows:
 - i. The proposed Local Transport Strategy. **Annex A**
 - ii. The consultation responses have been published on the open data platform, a summary of the issues and challenges on York’s roads (known as pinchpoints) across the city. A full report of survey for Our Big Transport Conversation is **Annex B**
 - iii. Shaping an accessible city centre report and recommendations to support a more accessible city **Annex C**
 - iv. The Equalities Impact of the Recommendations made within Annex C are contained within **Annex D**
 - v. Accessible Best Practice from other cities **Annex E**
 - vi. The summary of the Movement and Place plan framework **Annex F**, sets out how we develop a transition to sustainable transport networks and improved places for people, using a whole-city holistic approach.
 - vii. The Equalities Impact Assessment of the Local Transport Strategy is **Annex G**.

13. Demonstrating what the journey to revitalise and repurpose our roads looks like in practice, Executive is invited to show both the scale of ambition and celebrate the appetite for transformational change demonstrated by the feedback from the public consultation.

Benefits and Challenges

14. Listening to the challenges residents have shared about our current transport infrastructure and recognising the constraints of living in a small historic city, we are looking at our roads as public space and not just roads. This allows us to rethink how the spaces we have available to us could better connect all our residents to the things that are important to them and move people more efficiently whether they have access to a car or not, making York a more liveable city.
15. The journey to revitalise and repurpose our roads is bold and ambitious. It sets us on a path that will, by its nature of engineering and regeneration, potentially lead to some change and disruption, as it invites residents to change how they currently live and move in the city and join us on a journey that will improve the quality of their lives, and those of our neighbours.
16. Upgrading transport in York will also reap regional benefits because York is the service, health and education centre of a much wider area. Delays suffered by bus services in York city centre cause delays across the York and North Yorkshire region. York's rail station – and the new station at Haxby – will serve far larger areas than just the city of York.
17. We will develop our Movement and Place Plan and continue the conversation with everyone affected by these changes. The most recent example of significant engineering (the Queen Street Bridge removal) has demonstrated what's possible in the short term and the difference it can make. Now we are inviting residents to bravely consider what might come next and the part they can play in shaping the way the city revitalises and repurposes its roads, routes and foot streets to improve the quality of life for everyone.

Policy Basis for Decision

18. In 2019, Full Council approved the York Narrative. Throughout 2019, we worked with city partners to develop a narrative about the city. One that focused on who we are. One of the largest place branding consultations ever held told us that collectively residents and partners recognise that – “history isn’t what we are, it makes us who we are”, and that as a city our values are prioritising people, making history every day and pioneering with purpose (www.yorknarrative.co.uk).
19. In 2022, the 10-Year Strategies were approved by Executive in November 2022 (Climate Change and following approval at the Economic Partnership, Economy) and Executive in December 2022 (Joint Health and Wellbeing) following approval from the Joint Health and Wellbeing Board.
20. In December 2022, the 10-Year Plan (known as York 2032 www.york2032.co.uk), 10-Year Strategies covering economy, health and climate, and Strategy and Policy Framework were all adopted by Full Council on behalf of the city.
21. The Council Plan 2023-2027 vision and priorities map to the York 2032 vision and priorities, with the Council Plan aiming to establish the conditions that would enable successful delivery of the ambition set in York 2032.
22. A Statutory Local Transport Plan is a requirement of the York and North Yorkshire Mayoral Combined Authority. A Local Transport Strategy for York sets out the city’s collective visions for transport based upon the extensive consultation undertaken. The Movement and Place Plan will allow projects that deliver the strategy to be developed being mindful of the importance of place making when considering transport projects.
23. By developing an approach to start the journey to transform the city, and approve the proposals listed, the council will respond to the four core commitments, as below:

Equalities and Human Rights:

- By working with the Centre for Applied Human Rights to co-design the recommendations to shape a more accessible city centre with disabled communities, the equality and human rights of everyone using the city centre is set out in the EIA, ensuring the recommendations are embedded into the

Movement and Place Plan Framework, to continue to embed accessibility.

- The nature of the Movement and Place Plan Framework and its focus on prioritising people, will ensure decisions to change the city take into account both human rights and equality considerations.
- Our Big Transport Consultation which informed the Local Transport Strategy ensured broad participation to best represent the city, including discussions with the Youth Council and school children which helped us understand what would help young people feel safe on the transport network.

Affordability: Providing different ways to make the city more affordable for residents includes bus concessions for young people, prioritising cycle and footpath improvements in areas of deprivation and, more generally, provides more mobility options for people who do not have access to a car – something which could be dictated by personal choice or age/ health/ affordability constraints.

Climate and Environment:

- The policies within Local Transport Strategy are designed to accelerate a reduction in carbon emissions, with the target of reducing CO₂ emissions from transport by 71% by 2030, by reducing vehicle miles driven by 20%.
- By combining the Local Transport Strategy with the Movement and Place Plan framework to start the journey to revitalise and repurpose roads, the council will engage with the city on different uses for some roads, including introducing more green spaces, improving local biodiversity and planting trees to cool streets.

Health and wellbeing:

- The Movement and Place Plan Framework – a journey to revitalise and repurpose roads – will provide an approach to citywide transformation that will reduce air pollution and enable more physical and social activity through promotion and facilitation of active modes of transport. This is aligned with other Council priorities, such as those set out in York's Air Quality Management Plans.
- The Local Cycling and Walking Infrastructure Plan will develop more routes for active travel, enabling more people to choose to walk, wheel and cycle safely.

Financial Strategy Implications

The Local Transport Strategy will identify infrastructure projects which will enhance the city's transport network. The majority of resources available for such investment historically has come from Department for Transport. The Integrated Transport settlement has historically been £1.6m per annum and this funds investment across public transport, walking and cycling, road safety. The council has also been successful in receiving £18.5m to support Bus Service Improvements including £10.5m for capital improvements.

Looking forward the Government has announced significant increases for Local Transport Schemes in the Midlands and the North following the decision to abandon the HS2 line north of Birmingham. Whilst this funding will be directed initially to the York and North Yorkshire Combined Authority the indicative announcement suggests a 12 fold increase in funding over the next ten years. The endorsement of the Transport Strategy will put the Council therefore in a very strong position in being able to attract the funding that will deliver the improvements outlined in the report.

Recommendation and Reasons

24. Executive is invited to take a holistic city-wide approach to approve several different items listed below. Executive is asked to:
 - i. Approve the new policy framework for Transport across the City by approving the Local Transport Strategy (**Annex A**). Note the feedback in the Our Big Transport Conversation and, the support for the strategy and the identification of the areas of the city residents find most challenging, and why (**Annex B**)
Reason: to articulate the transport vision, objectives and outcomes of the city
 - ii. Adopt the recommendations to shape a more accessible city centre developed in consultation with the disabled community and local businesses (**Annex C**)
 - iii. Consider the Equalities Impacts of the independent recommendations made on accessibility (**Annex D**) and on the Local Transport Strategy (**Annex G**)

- iv. Note the report, sharing best practice from other cities who have made their places more accessible (**Annex E**) collated by MIMA.

Reason: To ensure accessibility is considered at every step of decision making across the Council.

- v. Approve the summary of the Movement and Place Plan approach as per that detailed in (**Annex F**) as the basis for future transport planning in York and instruct officers to commence work on a Movement and Place Plan for York (including a bid to the Mayoral Combined Authority for funding), and a five year Implementation Plan for York's Transport – both for presentation to Executive for approval at a later date.

Reason: To co-design, with residents, businesses, community groups, elected members, and health and care partners, the Movement and Place Plan which will deliver better health, climate, access and equalities outcomes for York and to guide transport implementation in York over the next five years.

Background

25. In December 2022, the council adopted the 10-Year Strategy and Policy Framework which is comprised of three interdependent 10-year strategies (climate change, health and wellbeing and economic), together with a 10-Year City Plan co-designed by city partners. The 10-year strategies were informed by existing or emerging national and local policies, extensive resident consultation and stakeholder roundtable discussions and set the foundation for the council's Strategy and Policy Framework for the decade ahead.
26. The 10-Year City Plan sets an ambitious and bold vision for the decade ahead: by 2032 York will be a vibrant, prosperous, welcoming and sustainable city, where everyone can share and take pride in its success.
27. The Climate Change Strategy 2022-2032 sets a target to reduce carbon emissions inherent in transport by 71%, reducing miles travelled by fossil fuelled transport by 20%.
28. The Joint Health and Wellbeing Strategy 2022-2032 describes an all age approach to health and wellbeing and sets out to reduce health inequalities, including improving air quality and encouraging social

connection, with health, care and community partners currently exploring movement and place as a factor in driving positive, or negative, health outcomes.

29. The Local Transport Strategy is a key priority of the 10-Year City Plan, with city partners and residents united in setting the expectation that the council would work with the city to develop a transport system that by 2032 York's transport networks will be inclusive and sustainable, connecting neighbourhoods and communities. This will need to support and deliver the emerging Local Plan which defines how the city will grow.
30. The Council Plan 2023-2027, approved by Full Council in 2023, maps to the York 2032 Ten Year Strategy vision and priorities, with the Council Plan aiming to establish the conditions that would enable successful delivery of the ambition set for York in 2032. This includes listening to and learning from the disabled community to shape a more accessible city centre, developing a Movement and Place Plan to reduce carbon emissions (as set out by the Climate Change Strategy) and finding ways to make the footstreets more accessible, welcoming and family friendly.

Local Transport Strategy

31. Transport provision in York has been guided by a "transport hierarchy" since 1989. Engagement showed a continuing high degree of support for the hierarchy, so the new York Local Transport Strategy applies the hierarchy to the issues around the growth of York and the need to use transport provision in York to improve health outcomes, improve travel equity and reduce climate change impacts.
32. The Local Transport Strategy (**Annex A**) was developed in consultation with residents. We also held discussions on experience elsewhere. The strategy sets a transport vision for the city: **that by 2032 York residents will benefit from an accessible, affordable, sustainable and resilient transport network that continues to actively improve health and support a thriving economy for decades to come.**
33. The vision feeds into ten objectives (which are within the strategy) each of which are linked to targets to be achieved over specific years. These objectives are informed by nine different policy focus areas, with the detailed policies sitting under them.

34. Residents, businesses and partners have been consulted throughout the development of the Local Transport Strategy. Their feedback shows those areas within the transport network that are most challenging (**Annex B**) and it is clear that they feel strongly that the transport network across York is no longer fit for purpose, and needs a radical and brave rethink.

Our Big Transport Conversation “pinchpoints”

35. The Local Transport Strategy has already been informed by resident feedback. Executive have already noted high level feedback at the Exec meeting in March and are now invited to note resident feedback about the “pinchpoints” across the city, which was not available in March. These “pinchpoints” are those areas in the city’s transport network that are particularly challenging.
36. By listening to residents and hearing the strength of feeling they expressed when explaining the challenges they face due to our existing transport infrastructure, which has not been able to adapt at the speed the city has changed, the council has identified a series of schemes to deliver the transformation residents have told us they so desperately want.
37. Executive are invited to note Our Big Transport Conversation “pinchpoint” feedback (**Annex B**)

Shaping a more accessible city

38. The council commissioned independent accessibility consultants, MIMA, and the Centre for Applied Human Rights to work together and co-design a series of recommendations setting out the requirements of the disabled community to help inform Executive consider subsequent decisions to develop a more accessible city centre (**Annex C**).
39. By listening to and learning from the disabled community, drawing on feedback collated during the removal and reinstatement of Blue Badge holder access and from Our Big Transport Consultation, the recommendations are rooted in rich and valuable insight that will inform the development of both movement (transport) and place (regeneration) schemes.
40. In addition, MIMA have provided a report setting out best practice from cities, showing how it is possible to continue to protect the city with hostile vehicle measures, whilst still remaining accessible and welcoming (**Annex E**)

A Movement and Place Plan

41. The Movement and Place Plan Framework (**Annex F**) will set out the guiding principles to describe how we revitalise and repurpose our roads, taking into full consideration the outcomes we want to achieve from both 'movement' and 'place'.
42. It will be designed to take into account the population growth anticipated in the Local Plan, and population health predictions from Public Health shared in the Joint Health and Wellbeing Board . In addition, early discussions with the York integrated Health and Care Place Board suggest an opportunity to work together to explore the relationship between place, movement and health and wellbeing provision at a local level.
43. It will provide a basis for the development of movement and place planning in York and inform future regeneration and transport related decisions. In addition, it will support the development of statutory neighbourhood plans, iteratively improving the whole city as together we revitalise and repurpose roads to improve the quality of life for everyone.
44. Executive are invited to approve the summary of the approach to develop the Movement & Place Plan Framework (**Annex F**), which would then inform, and be informed by subsequent decisions below, together with new spatial developments set out in the Local Plan.

Options Analysis and Evidential Basis

45. Executive are invited to consider several different interrelated issues that collectively inform, or are informed by, the proposed Movement and Place Plan Framework. As a result, Executive are invited to approve each of the recommendations in turn, noting that the first recommendation (approve the summary of the approach to develop the Movement and Place Framework Plan) has precedent.
46. The options therefore are:
 1. Approve the recommendations as set out in the report in summary to:
 - i. Approve Local Transport Strategy noting the feedback in the Our Big Transport Conversation

- ii. Adopt the recommendations to shape a more accessible city centre developed in consultation with the disabled community and local businesses.
 - iii. Consider the Equalities Impacts on the above.
 - iv. Note the report, sharing best practice from other cities who have made their places more accessible.
 - v. Approve the summary of the Movement and Place Plan approach
2. Approve some of the above recommendations as set out in the report
 3. Do not approve the recommendations set out in the report

Before making decisions, Executive is encouraged to review and consider the risks set out at the end of the report.

Should option 2 or 3 be chosen, Executive will task officers to reconsider the proposals in the report and explore how to deliver the benefits set out at the front of the report through different ways.

Organisational Impact and Implications

- **Financial:** There will be costs in determining a pipeline of schemes which long term will deliver the benefits set out in the strategy. The council will continue to use available resources from within BSIP and Integrated Transport capital block funding. We will work with YNYMCA to source funds that will support the development of pipeline projects which cover the medium to long term. Schemes that do come forward will require funding approved through usual budgetary processes.
- **Human Resources (HR):** Should there be additional resources required to support the Transport strategy, these will follow HR policies and procedures and further HR advice can be sought when required.
- **Legal:** In accordance with the Local Government Act 2000, the Local Authority (Functions and Responsibilities) (England) Regulations 2000 and the City of York Council Constitution, Full Council must approve, adopt, amend, monitor and /or review the plans, strategies and policies which together make up the Council's Policy Framework, including the Local Transport Plan. The recommendations in this report are in accordance with that requirement. The Constitution of the York & North Yorkshire Combined Authority requires the Mayor to approve the

adoption, amendment, modification, revision, variation, withdrawal or revocation of a local transport plan and it is noted the Local Transport Strategy discussed in this report is intended to inform the new York & North Yorkshire Combined Authority's Transport Plan.

- **Procurement:** Whilst there are no direct procurement implications relating to this report, should any procurement arise following the Local Transport Strategy, all works and/or services must be procured via a compliant, open, transparent, and fair process in accordance with the council's Contract Procedure Rules and where applicable, the Public Contract Regulations 2015.
- **Health and Wellbeing:** the Health and Wellbeing implications of the Local Transport Strategy will be substantial, with strong evidence that cities which support greater use of active travel methods and lower use of cars see health gains across a wide range of disease areas, including respiratory and heart health and cancers, as well as generalised mental health and wellbeing. When these shifts are achieved by equitable means, health inequalities are also reduced. The 'Objectives' and 'Policy Focus Areas' proposed in this report have been developed with extensive public health input and reflect the goals of the York Health and Wellbeing Strategy 2022-32.
- **Environment and Climate Action:** Climate implications are discussed in the body of the report. Transport contributes a third of Yorks carbon emissions and adversely affects air quality. A new Local Transport Strategy as outlined with Environment and Climate focused policies is a fantastic opportunity to deliver co benefits for the environment and slow climate impacts.
- **Affordability:** The Local Transport Strategy addresses Affordability as it seeks to reduce car dependency instead promoting more sustainable and affordable forms of transport.
- **Equalities and Human Rights:** In making changes to York Transport Network it will raise the tensions between different human rights and equality impacts. These have been identified in Annex D and Annex G. As implementation plans are brought forward these tensions will need further exploration and analysis and this process will continue through the delivery phase of each intervention.
- **Data Protection and Privacy:** There are no data protection and privacy implications over those set out to Executive Member Decision Session in November 2023 where a Data Protection Impact Assessment was published.

- **Communications:** A comms plan is being prepared to communicate this new strategy to the city so that residents, businesses, stakeholders understand the strategy. At the same time internal comms and engagement is being prepared to ensure that members and staff understand this new policy as it cuts across the council.
- **Economy:** The Local Transport Strategy will support York's economy as it is one of the key components of the Council Plan which the LTS will support.

Risks and Mitigations

Reputational (delivery): The recommendations of this report commit the council to development of further policy in the shape of the Movement and Plan and a Five Year Transport Implementation Plan. Delivery risks and appropriate mitigations will be considered when these further Plans are submitted to Executive.

Reputational (expectation): The process to co-design Movement and Place Plans will raise expectations that there are opportunities to improve the city's transport network, freeing up space to improve resident's quality of life. In addition, there will be adverse consequences for some road users, however the Our Big Transport Conversation has made clear the majority of residents demand change to the current transport network. Throughout the development and then delivery phase, expectations will need to be carefully managed to ensure residents understand the funding and delivery challenges we face and potential timescales for achieving change. There is a risk that residents will no longer support development of Movement and Place Plans if they feel they will take too long to deliver or are unachievable. These risks will be mitigated through a detailed Communications Plan to be developed alongside the Five Year Transport Implementation Plan.

Financial: The Movement and Place Plan development is currently unfunded. Funding is being sought from the Mayoral Combined Authority. By setting out ambition in clear plans, the council will be able to respond to calls for bids as and when available, together with putting forward bids for the unspent HS2 funding. Ultimately, the Movement and Place Plan and Five Year Implementation Plan will inform detailed capital and revenue programmes for transport investment in York.

Political change: The Movement and Place Plan is a journey to revitalise and repurpose York's roads. With funding secured iteratively

and statutory neighbourhood plans developed throughout the decade ahead, there is the risk that subsequent administrations will prevent or change the direction of the work going forward. By drawing up a robust set of policies within the Local Transport Strategy and co-developing them with the city we are ensuring that the principles underpinning the Movement & Place Plan are embedded in the city's longer term strategy. In addition, by seeking Mayoral investment and commitment to in the M&PP, it is intended to mitigate the risks associated with political change.

Wards Impacted All

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Background papers

Executive approves York Narrative [Agenda for Executive on Thursday, 28 November 2019, 5.30 pm \(york.gov.uk\)](#) item 68

Executive approves City Centre strategic vision [Agenda for Executive on Thursday, 18 November 2021, 5.30 pm \(york.gov.uk\)](#) item 52

Council approve 10-Year Plan (York 2032) and Strategy and Policy Framework [Agenda for Council on Thursday, 15 December 2022, 6.30 pm \(york.gov.uk\)](#) item 36

Council approve Health and Wellbeing Strategy 2022-2032 [Agenda for Council on Thursday, 15 December 2022, 6.30 pm \(york.gov.uk\)](#) item 36

Executive approve Economic Growth Strategy 2022-2032 and Climate Change Strategy 2022-2032 [Agenda for Executive on Tuesday, 22 November 2022, 5.30 pm \(york.gov.uk\)](#) item 46

CCCSM Scrutiny September 2023: Resident Consultation and Engagement [Agenda for Corporate Services, Climate Change and Scrutiny Management Committee on Monday, 25 September 2023, 5.30 pm \(york.gov.uk\)](#) item 5

Council approve the Council Plan 2023-2027 [Agenda for Council on Thursday, 21 September 2023, 6.30 pm \(york.gov.uk\)](#) item 6

Council Plan [One city for all, 2023 to 2027 – City of York Council](#)

Economy, Place, Access, and Transport Policy and Scrutiny Committee [report on Economic Strategy and Tourism Strategy, 28 November 2023](#)

[Economic Partnership Information on York 2032 Webpage \(including link to Terms of Reference\)](#)

CCCSM Scrutiny May 2024 10-Year Strategies stocktake [Agenda for Corporate Services, Climate Change and Scrutiny Management Committee on Monday, 13 May 2024, 5.30 pm \(york.gov.uk\)](#) item 4

Strategy and Policy Framework

<https://democracy.york.gov.uk/documents/s176207/Annex%20A%20The%20Strategy%20and%20Policy%20Framework.pdf>

Executive March 2024 Local Transport Strategy Update

<https://democracy.york.gov.uk/documents/s174352/Yorks%20new%20Local%20Transport%20Strategy%20Update%20Report.pdf>

Economy, Place, Access and Transport Scrutiny May 2024 Local Transport Strategy

<https://democracy.york.gov.uk/documents/s176522/LTS%20Report.pdf>

Annexes

- A. Local Transport Strategy
- B. Consultation Report
- C. Recommendations for more accessible City Centre
- D. Equalities Impact Assessment of Recommendation for more accessible City Centre
- E. Accessible Best Practice from other cities.
- F. Summary of Movement and Place Framework
- G. Equalities Impact Assessment of Local Transport Strategy Tool