



Notice of a public meeting of

Place Scrutiny Committee

To: Councillors Myers (Chair), Clarke, Fenton, Healey (Vice-Chair), Hook, K Taylor, Melly, Vassie and Whitcroft

Date: Tuesday, 22 September 2026

Time: 5.30 pm

Venue:

AGENDA

1. Apologies for Absence

To receive and note apologies for absence.

2. Declarations of Interest (Pages 5 - 6)

At this point in the meeting, Members and co-opted members are asked to declare any disclosable pecuniary interest, or other registerable interest, they might have in respect of business on this agenda, if they have not already done so in advance on the Register of Interests. The disclosure must include the nature of the interest.

3. Public Participation

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the Committee.

Please note that our registration deadlines are set as 2 working days before the meeting, in order to facilitate the management of public participation at our meetings. The

deadline for registering at this meeting is 5:00pm on Friday 18 September 2026.

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4. Minutes (Pages 7 - 14)

To approve and sign the minutes of the meeting held on 21 July 2026.

5. York and North Yorkshire Local Transport Plan (Pages 15 - 126)

This report presents the draft York and North Yorkshire Local Transport Plan to Place Scrutiny Committee for comment as part of the York and North Yorkshire Combined Authority consultation process.

6. Work Plan (Pages 127 - 136)

To consider the Committee's work plan for the 2026-27 municipal year.

7. Urgent Business

Any other business which the Chair considers urgent under the Local Government Act 1972.

Democratic Services Officer:
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Declarations of Interest – guidance for Members

- (1) Members must consider their interests, and act according to the following:

Type of Interest	You must
Disclosable Pecuniary Interests	Disclose the interest, not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.
Other Registrable Interests (Directly Related) OR Non-Registrable Interests (Directly Related)	Disclose the interest; speak on the item <u>only if</u> the public are also allowed to speak, but otherwise not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.
Other Registrable Interests (Affects) OR Non-Registrable Interests (Affects)	Disclose the interest; remain in the meeting, participate and vote <u>unless</u> the matter affects the financial interest or well-being: (a) to a greater extent than it affects the financial interest or well-being of a majority of inhabitants of the affected ward; and (b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest. In which case, speak on the item <u>only if</u> the public are also allowed to speak, but otherwise do not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.

- (2) Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.
- (3) Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations,

and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.

City of York Council

Committee Minutes

Meeting

Place Scrutiny Committee

Date

21 July 2026

Present

Councillors Myers (Chair), Clarke, Hook,
Perrett, K Taylor, Vassie, Orrell (Substitute),
Rose (Substitute) and Waller (Substitute)

Garry Taylor – Director of City Development
Dave Atkinson - Director of Environmental and
Regulatory Services
Mark Henderson - Flood Risk Manager

Councillor Kent – Executive Member for
Environment and Climate Emergency

Apologies

Councillors Healey, Fenton, and Whitcroft

8. Apologies for Absence (17:31)

The Committee noted apologies from Cllrs Whitcroft, Healy, and Fenton who were substituted by Cllrs Rose, Orrell, and Waller.

Due to the apologies received by the Committee's vice chair, Cllr Vassie was elected vice chair for the meeting.

9. Declarations of Interest (17:33)

Members were asked to declare any personal interests not included on the Register of Interests, any prejudicial interests or any disclosable pecuniary interests which they may have in respect of business on the agenda. None were declared.

10. Public Participation (17:34)

It was reported that there had been five registrations to speak at the meeting under the Council's Public Participation Scheme.

Flick Williams asked that the York Central Mayoral Development zone be extended to include the station. She highlighted the current challenges for

wheelchair users to cross the station and by including the station funding should be made available to address these challenges.

Helen Poulsen one of the founders of Ouse it or Lose it outlined the issues with the rivers water quality. She suggested a river wide charter to improve the rivers health and make it a place for leisure. She asked that the Council work with the University of York report on the Aqua Project and work to make York a swimmable city.

Andrew Mortimer outlined concerns about the levels of sewage overflows from Yorkshire Water. He highlighted as Chair of Friends of Hull Road Park that Yorkshire Water were discharging sewage directly into the park and asked that the CSO be closed to stop discharging sewage into the park.

Robin Norton was a regular rower in York and noted the levels of sewage in the Ouse. They highlighted that 6 CSO's had been broken in York so the data which showed high levels of swage discharge in a draught year in 2025 was likely larger than reported. They also stated that they felt Yorkshire Water were raiding bill payers to pay for under investment over 30 years.

Alister Boxall Professor of Environmental Science at the University of York highlighted the Econnect project that is motioning river chemicals. A dashboard of the data collected would be available in the autumn and would provide an opportunity for York to deal with water quality issues and therefore encouraged the committee to engage with the project.

11. Minutes (17:50)

The Committee enquired about when Make it York and the BID would be able to attend the Committee following a request to include them in discussions regarding parking charges. It was confirmed that there had not been space at this Committee meeting but that the Council's Scrutiny Officer would be reaching out to make arrangements for a future meeting.

Resolved:

Resolved: That the minutes of the Place Scrutiny Committee on 16 June 2026 be signed as a correct record of the meeting.

12. York's Water Network - a health check (18:32)

The Committee were joined by Tim Myatt, Head of Corporate Affairs, Steven Jackson, River Health Strategy Manager, and James Gudgeon, Pollution Reduction Manager from Yorkshire Water.

The Committee considered the reports provided by the Council and Yorkshire Water. Members highlighted issues relating to sewage discharges currently in the river Ouse and river Foss and asked about how additional housing planned in the Local Plan would affect this. Yorkshire Water highlighted its investment plan which was included its growth plan to account for more effluent from new developments and stated that it was important to ensure new developments didn't have high levels of discharges. They also highlighted targets for storm overflows that Yorkshire Water were expected to meet by 2050.

The Committee highlighted the 64000 hrs of storm overflow discharge spills that Yorkshire Water stated were legal overflows. Members noted several times on dry days where these overflows were listed as down to rain and suggested that instead Yorkshire Water were using storm overflows as regular practice and not on only at times where there were storms. Yorkshire Water explained that they had targets to reduce discharges in half in five years. The Committee were told that dry day discharges are investigated by Yorkshire Water with issues like blockages being factor in causing discharges. Members questioned further whether these discharges were not purposeful on the part of Yorkshire Water highlighting 70% of cases from the live map data. Members highlighted multiple KPI failures by Yorkshire Water.

The Committee discussed whether Schedule 3 of the Flood and Water Management Act 2010 should be adopted which would provide a legal framework for making Sustainable Drainage Systems (suds) mandatory in new developments. Officers confirmed that adoption would require a drainage plan, currently most suds don't have to be formally adopted, if they were more features could be implemented and managed more effectively. Yorkshire Water confirmed that they were in favour of adopting Schedule 3. The Committee enquired as to whether the Council should ensure suds are included on new developments. Officers noted that the Council kept to national standards but that they would be happy to review best practice and were establishing meetings with strategic planners at Yorkshire Water to further link up work on flood and water management.

Members enquired about the challenges presented in relation to older water infrastructure and whether enough was being done proactively. Yorkshire Water noted that in their previous five-year plan they replaced

100km of piping and planned for 1000km of replacements across its network in the current five-year plan. The Committee enquired further about the rate of discharges and noted that the data appeared to show an increase in discharges. Yorkshire Water argued that improvements in data collection had affected the way the data can be tracked and that there were not enough years with improved data collection to give a fair reflection on trends, but noted that discharges were too high and that investment was in place to bring down discharges.

The Committee discussed whether the Council should pursue a charter for the Ouse and certification for York as a swimmable city. The Executive Member for Environment and Climate Emergency stated that she would support these calls but would not want them to be prioritised over actual interventions to improve the quality of York's waterways and noted the importance of supporting the State of the Ouse report to establish the current level of the rivers water quality and options to improve this. It was also noted that bathing water status had other targets to achieve this status such as changing areas and appropriate areas for parking which could be explored but was not solely linked to good water quality. Yorkshire Water were asked if they would adopt the EU's Urban Waste Water Treatment Standard and they confirmed that they could not commit to this at the meeting but would explore this and confirm to the Executive Member their position.

Members highlighted that York currently had around 2000 broken gullies but was repairing on average 80 per year, Members enquired as to whether more were breaking per year than were fixed and if a resident raised concerns of a broken gully would the timescale for repair be around 25 years. Officers noted that gullies currently had to be fixed on a risk assessment approach as there was insufficient resources to fix all these gullies, therefore in some cases work would need to be reactive rather than being able to undertake a proactive approach to maintenance.

The Committee enquired as to whether the Council and Yorkshire Water worked to ensure areas that would see Yorkshire Water infrastructure work would also be linked with projects such as transport improvements planned by the Council. It was confirmed that Yorkshire Water provide the Council with where it intends to invest over the five-year period. Members also enquired about whether it was possible for partner organisations and the Council to develop a map of assets and ownership to assist with interventions.

The Committee also raised concerns relating to the privatisation of the water industry, they stated that there had been historic under investment and about one third of current bills went to dividends and debt repayments.

Yorkshire Water acknowledged that there were low levels of public support for the sector and that improvement was required and believed this could be done through their investment plan. Yorkshire Water noted that the reform agenda was still ongoing and the Council could engage with government on greater public control should there consider this appropriate. Members also raised concerns relating to what they believed was a bonus paid to Yorkshire Water CEO despite the company breaching targets which should have prevented bonuses being paid for the year. They also highlighted that no new reservoirs had been built since privatisation and concerns about the quality of paths and highways after work undertaken by Yorkshire Water. Yorkshire Water stated that OFWAT had confirmed that there had been no bonus paid to the company CEO and instead was a separate payment that was not a bonus. They also noted concerns relating to some path and road relaying and were working with the Council in relation to this.

Resolved:

- i. To recommend that the Executive Member for Environment and Climate Emergency explore how the Council could adopt Schedule 3 Flood and Water Management Act 2010.
- ii. To recommend that the Executive Member for Environment and Climate Emergency support the State of the Ouse and Foss report and explore whether a high-resolution water framework directive could be developed and adopted.
- iii. To recommend that the Council review the all powers available at Local Plan Advisory group to refresh the Local Development Plan to address drainage and standing water on new developments.
- iv. To recommend that the Council explore with partners to create a database of repair and ownership.
- v. To request that the Cambridge Suds design guide be shared with the Committee.
- vi. To request that Yorkshire Water provide Councillors with contacts for when their team is offline.
- vii. To recommend that part of the update to the Council's Highways Infrastructure Asset plan to include work on gullies.

Reason: To deliver healthy rivers and an effective drainage system in our city and safeguard our communities from flood risk or environmental harm.

13. York Central Mayoral Development Zone (17:54)

The Committee were joined by James Farrar Chief Executive of the York and North Yorkshire Combined Authority.

Officers introduced the report that sought the Committee's opinion on the Combined Authorities proposal for the York Central Mayoral Development Zone, ahead of the Council's Executive submitting the Council's position. Officers noted and agreed with the suggestion in public participation to recommend an expansion of the current geographical area of the proposed zone to include York Station. They suggested the stations inclusion would be appropriate due to the importance it would hold in linking York Central to the city centre. James Farrar explained that the zone would provide strategic positioning to assist in attracting public and private investment in the area.

The Committee considered the proposal and enquired about what the £500,000 allocation for the development of the zone would deliver and if it was needed in order to attract the reported £10m funding. It was confirmed that the £500,000 would come from the York and North Yorkshire Combined Authority and would be used as an upfront cost covering areas such as staffing, planning, and external costs. The initial funding it was noted should assist in identifying what was required as the development zone would be seeking more than the currently planned £10m of funding.

Members noted previous delays in the delivery of York Central and asked whether partnership agreements were in place that would avoid further delays. It was confirmed that the Combined Authority was already a partner on the project so would not affect current partnership working. It was also noted that most funding for York Central would be directed from the Combined Authority, therefore, maintaining a strong relationship would assist with the delivery of the project.

The Committee made note of the new Prime Ministers stated desire to move more decision making to outside of London and whether the new 'Number 10 North' might affect York's ability to attract government department sites and jobs or if they would be moved closer to Manchester. James Farrar noted that it was very early in the new Prime Ministers tenure but would expect a push for more of government operations to be a benefit to York Central, particularly due to York being the best-connected city in the north of England.

Members discussed the boundaries of the zone and agreed that should be expanded to link York Central with the city centre. Members also enquired about whether historical buildings with tourism potential or further opportunities for transport opportunities such as light rail could be considered as part of the development zone. It was confirmed that York Central had its planning permission which helped identify the vision for the site and specific projects could be delivered by the development zone, but it would require maintaining a clear objective of the development zone. It was also confirmed that transport projects for York Central would be influenced by the objectives of the Councils Movement and Place Strategy.

Resolved:

- i. To recommend that the Council request that York Station is included within the Development Zone.
- ii. To request that the final proposal be shared with the Committee to provide any final thoughts before the Executive submits the Council's position on the Development Zone.
- iii. To recommend that the £500,000 funding for the development of the Development Zone report clearly on what this funding is used for.

Reason: To submit the Committee's views of the Development Zone to the Executive before it is adopted.

14. Work Plan (20:38)

The Council's Scrutiny Officer introduced the Committee work plan, noting that further work would be undertaken with the Committee chair and vice chair on items for future meetings. The Committee enquired about whether an item on the potential for an incoming tourism tax could be explored by the Committee and it was noted that it would be considered whether this would work best as a scrutiny briefing or as a committee item.

Resolved:

- i. Noted the Committee work plan.

Reason: To ensure the Committee maintains a programme of work.

Cllr Myers, Chair

[The meeting started at 5.31 pm and finished at 8.44 pm].



Place Scrutiny Committee**22nd September 2026**

Report of the Director of City Development

York and North Yorkshire Local Transport Plan**Summary**

1. This report presents the draft York and North Yorkshire Local Transport Plan to Place Scrutiny Committee for comment as part of the York and North Yorkshire Combined Authority consultation process.

Background

2. The York and North Yorkshire Combined Authority is now the Local Transport Authority (LTA) for York. The LTA is responsible for producing a Local Transport Plan (LTP) for the wider York and North Yorkshire area. Officers from the Mayoral Combined Authority have been working with stakeholders and their appointed consultants to develop a draft LTP. The consultation draft of the LTP is presented at Annex A.
3. York currently has a Local Transport Strategy, approved by Executive on 18th July 2024 (Annex B). The Local Transport Strategy will be superseded by the new LTP on approval by the Combined Authority. It is therefore important that the new LTP provides the policy and strategy direction to meet the challenges and aspirations of York.
4. Council officers have participated in a wide range of engagement sessions and have provided comments on the draft LTP ahead of publication. The Executive Member for Transport has also provided comments as part the development of the draft LTP. The Council will respond further as part of the formal consultation period; officers would appreciate the comments of Place Scrutiny members to help shape the Council's response.

Consultation

5. The discussion at Place Scrutiny forms part of the consultation phase of developing the York and North Yorkshire LTP. Members of Place Scrutiny Committee are encouraged to offer their thoughts on the consultation draft LTP for the consideration of both Council and Mayoral Combined Authority officers, who will be in attendance to answer questions.

Options

6. There are no options for consideration within this report.

Analysis

7. There are no options to analyse within this report.

Council Plan

8. Transport can contribute to all four core commitments in the Council Plan;
 - a. Equalities and Human Rights – ensuring everyone has access to jobs and services and that our transport infrastructure is accessible.
 - b. Affordability – providing affordable methods of transport.
 - c. Climate – reducing emissions from transport and contributing to creating a cleaner city.
 - d. Health – delivering a strategy focussed on how transport can contribute to increased physical activity and a reduction in local pollution from transport.

9. Implications

- **Financial** There are no implications associated with this report.
- **Human Resources (HR)** There are no implications associated with this report
- **Equalities** There are no implications associated with this report
- **Legal** There are no implications associated with this report
- **Crime and Disorder** There are no implications associated with this report)

- **Information Technology (IT)** There are no implications associated with this report
- **Property** There are no implications associated with this report
- **Other** There are no other implications associated with this report

Risk Management

10. There are no risks associated with this report.

Recommendations

11. Members are asked to;

1) Provide views on the consultation draft of the Local Transport Plan.

Reason: For the York and North Yorkshire Combined Authority to fully understand the opinions of members of the Place Scrutiny Committee.

Contact Details

Author:

Tom Horner

Head of Transport Policy
and Travel Behaviour
City Development
1904 551550

Chief Officer Responsible for the report:

Dave Atkinson

Director of Environmental and
Regulatory Services

**Report
Approved**



Date 14th
September
2026

Specialist Implications Officer(s)

n/a

Wards Affected: *List wards or tick box to indicate all*

All ☒

For further information please contact the author of the report

Background Papers:

Statutory Guidance: Local Transport Plans¹

Annexes

Annex A: The Mayor's Local Transport Plan for York and North Yorkshire, Consultation Draft

Annex B: York Local Transport Strategy

Abbreviations

LTP – Local Transport Plan

LTA – Local Transport Authority

¹ [Local transport plans - GOV.UK](https://www.gov.uk/government/publications/local-transport-plans)



York & North Yorkshire Combined Authority

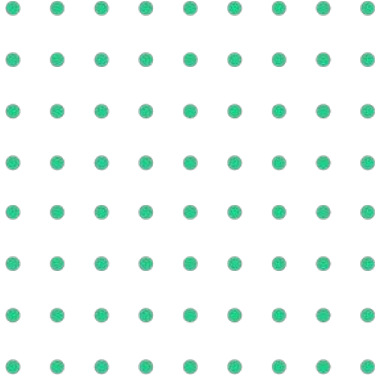
The Mayor's Local Transport Plan for York and North Yorkshire

Consultation Draft



YORK
& NORTH
YORKSHIRE
COMBINED AUTHORITY

DAVID
SKAITH
MAYOR



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Foreword by the Mayor

There is so much to love about York and North Yorkshire for people who live here and visit here alike. Whether it's accessing world-class education in York, Harrogate or Scarborough, shopping or attending appointments in our characterful market towns, or exploring the very best of what our stunning coastline, moors and dales have to offer, we are fortunate to have such a wealth of opportunity right on our doorstep.

But for too many people, accessing everyday opportunities is harder than it needs to be. And I know that for people who don't or can't drive, who live in rural and remote areas, who are on low incomes, who are just starting out or who are disabled, barriers put in the way by our transport system can make travelling around downright impossible. Too many of our residents have had their freedom taken away by declining bus services. Too many friends and family members have their lives cut short or changed forever in road collisions. And our ever-increasing demand for travel continues to result

in too many greenhouse gases being pumped into the atmosphere, affecting both the air we breathe and our long-term climate. People tell me how they want better public transport, less congestion and a transport system that is kinder to the planet.

With my new Local Transport Plan, that's what we're going to change.

Building on what we've already started through the Mayor's Active Travel Fund, we will provide safe and attractive walking, wheeling and cycling routes so more people feel confident moving around their communities in a way that supports active and healthy lifestyles. Children will be able to travel to school safely and independently. We will build a more convenient and accessible bus network that suits the needs of our rural and urban communities, integrated with rail timetables and tickets to enable seamless journeys for thousands more people across the region to destinations both locally and across the UK. We will make sure our roads are as reliable

as they can be, whether that's by doing more to repair and prevent potholes, managing the network well in times of disruption, or ensuring it is resilient to our changing climate of the future. And we will make sure that nobody is or feels excluded by barriers to using our transport network, whether that's due to age, gender, disability or where people live.

York and North Yorkshire will have a transport network which enables people to choose how they move around, wherever they live and whatever their needs. It will give people better, easier and more efficient access to jobs, appointments and leisure, helping our local economy to thrive, bringing our communities closer together and enabling us to build 60,000 homes over ten years without adding to existing

transport pressures. And it will protect and enhance our wonderful natural environment, supporting our ambition to become England's first carbon-negative region by 2040.

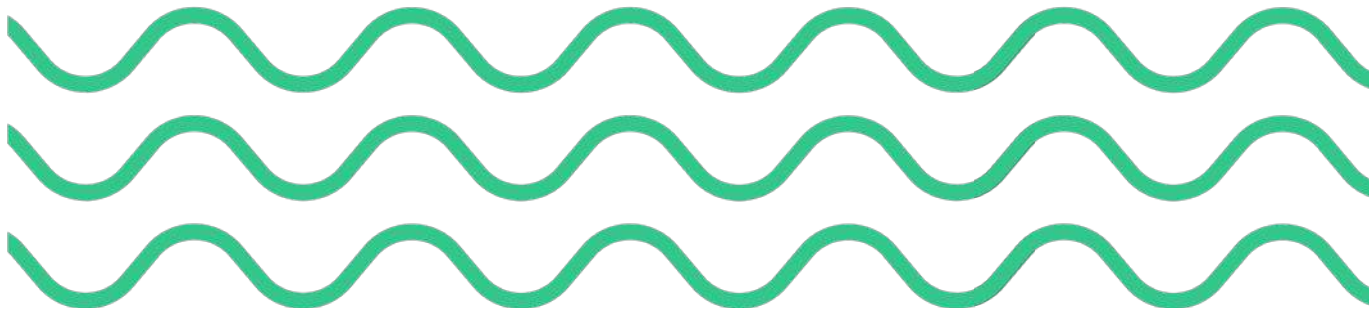
This plan is a rallying cry for change. For too long we have had to make do with what we are given. Now, with greater local powers being handed down to our county than ever before, it's time for us to shape our own future. We will build the transport system that supports our unique needs as a county, allowing our diverse communities to grow and thrive while reducing the harm we cause to the generations of today and tomorrow.

And I'm very clear: the course has been set, and now it's time to act.

David Skaith,
Mayor of York and
North Yorkshire



Introduction



MLTP approach

The York and North Yorkshire Combined Authority (YNYCA) was formally established on 1 February 2024, marking a significant shift in decision-making and funding powers from Westminster to the region. Led by the elected Mayor, David Skaith, the Combined Authority now has the responsibility of addressing local needs and aspirations more directly, with a Mayoral Investment Fund worth £540 million (£18 million per year for the next 30 years) secured through a devolution deal. This funding enables the Mayor to drive impactful projects across transport, housing, skills, and the transition to a low-carbon economy, benefiting communities throughout York and North Yorkshire.

The devolution order grants the Mayor powers in transport planning, including the production of a single local transport plan (LTP)

for the area—previously the responsibility of City of York Council and North Yorkshire Council—and decision-making over a consolidated Mayoral Transport Fund, currently worth over £100 million per year.

Historically, City of York Council and North Yorkshire (County) Council have prepared and maintained their own LTPs, reflecting their distinct geographies and transport challenges. However, the establishment of YNYCA provides an opportunity to bring these approaches together into a single, coherent LTP covering the whole of York and North Yorkshire: the Mayor’s Local Transport Plan (MLTP). This joint plan will provide a consistent strategic direction for transport across urban, rural and coastal communities, while remaining sensitive to local context and need.

While the MLTP is new, it builds upon work previously undertaken, including:

- The Strategic Transport Framework (2025), which sets out five key transport objectives for the region
- York’s Local Transport Strategy (2024–2040), which sets out a vision for an accessible, affordable, sustainable and resilient transport network that continues to actively improve health and support a thriving economy for decades to come

- North Yorkshire’s Local Transport Plan (2016–2045), which has a vision for North Yorkshire to be a thriving county which adapts to a changing world and remains a special place for everyone to live, work and visit
- Outputs from public engagement exercises such as York’s Big Transport Conversation (2023–2024) and North Yorkshire’s Let’s Talk Transport (2023).



Alignment with wider strategies

As the accountable body, we are using our powers to better integrate investment and delivery across the whole region. We have produced a series of documents to set out our strategic approach, including:

- The Mayor's Vision (2024), which sets out a vision for healthy and resilient communities, that are connected to opportunity
- The Economic Framework (2024), which sets out three overarching ambitions to transition to carbon negative, deliver inclusive economic growth, and increase opportunities for all – a thriving and inclusive economy
- The Local Growth Plan (2025), which sets out a vision for transformative

growth, supported by a series of specific outcomes to be achieved

- The Spatial Development Strategy (currently in development), which will set out a framework for housing and infrastructure delivery over the next 20 years and beyond. The MLTP will help to shape the Spatial Development Strategy through consideration of connectivity and accessibility to guide sustainable development.
- The draft Strategy for a Sustainable Future (2026) sets the region's ambition to tackle climate change, striving to achieve healthy and thriving communities, economic transformation, and to become England's first carbon-negative region by 2040.

While the MLTP will set out our policies related to transport, it closely aligns with and reinforces other strategies, especially on topics such as economic, social and environmental objectives. It is a cross-cutting strategy, acting both as a vision for transport and the delivery mechanism under which projects and improvements can be planned and delivered. A full review of relevant strategic documents has therefore been undertaken (as set out in the accompanying Case for Change) to ensure that the MLTP is integrated with our other key strategies.



The MLTP strategy

This strategy sets out the vision to 2050 for what transport is seeking to achieve in York and North Yorkshire and the specific policies that will be required to deliver the vision.

The strategy has been developed by YNYCA in partnership with City of York Council and North Yorkshire Council, including specific inputs from the Mayor, David Skaith, officers and key elected members from both councils.

The direction of the strategy was also formed through engagement with specific external stakeholders at key points during development, including:

- Stakeholder group representatives through an online survey and a workshop
- Local residents through a specially recruited MLTP Community Group.

The outputs of this engagement (including anonymised quotes) will be shared at relevant points in the strategy document.

The remainder of the document is structured as follows:

- **Unlocking York and North Yorkshire's potential:** provides a summary of the challenges and opportunities that the region is facing and how they have informed our vision for the MLTP.
- **Our vision for a connected City Region Rural Powerhouse:** outlines our four vision strands for what we want our transport network to be in the future.
- **Connected places:** details the diverse transport challenges and opportunities of each of our five place types in York and North Yorkshire, ranging from our vibrant historic cities to our picturesque rural communities.
- **Network principles:** sets out the principles that we will use to plan, design and operate our transport network to achieve our vision.
- **Integrated modes:** sets out the role that each of our transport modes will play in achieving our vision.
- **Measures for success:** sets out the key performance indicators which we will monitor to understand whether we're on track to meet our vision.
- **Delivering the strategy:** sets out how we will approach delivering the MLTP strategy in terms of governance, funding, and working with partners.





Unlocking York and North Yorkshire's potential



Why York and North Yorkshire?

We are a distinctive city region and rural economy with national significance.

York and North Yorkshire is both geographically large and relatively sparsely populated, with over 840,000 residents spread across more than 3,000 square miles. It brings together the nationally important knowledge city of York, major towns such as Harrogate and Scarborough, market towns like Northallerton, Tadcaster and Skipton, extensive rural hinterlands, two national parks and a major coastline in a single economic geography. This combination is unusual in England and gives the region a distinct role:

connecting globally significant innovation and high-value sectors with communities, landscapes and visitor destinations that are central to its identity and economy.

As one of England's newest mayoral combined authorities, York and North Yorkshire now has the opportunity to use devolved powers, long-term investment and strong local leadership to shape a transport system around local need and to deliver inclusive growth, aligned to wider regional and national priorities.

We have an opportunity to show what integrated transport can achieve beyond the major metropolitan areas.

The region's dispersed settlement pattern has often been seen as a constraint for service delivery, labour market access and low-carbon travel. But it also creates the conditions that allow us to lead nationally on a different model of transport integration. Through this model, we can combine:

- Strong public transport and walking, wheeling and cycling networks for our historic towns and cities
- Better east-west and inter-urban connectivity
- Flexible rural and coastal provision

- Closer alignment between transport, digital connectivity, housing and access to public services.

The Mayor's ambition for a trailblazing City Region Rural Powerhouse, driving growth for the UK in the North, is therefore highly relevant to transport. If York and North Yorkshire can create a network that works for urban, rural and coastal places alike, improving access to opportunity while cutting carbon emissions and supporting healthier lives, it can demonstrate how devolution can deliver transformational change outside the larger, more densely populated city regions.



Transport is essential to unlock the region's competitive strengths and growth ambitions.

Our Local Growth Plan identifies clear competitive advantage sectors for the region, including engineering biology and life sciences, rail innovation, clean energy, creative industries, and food and farming innovation. These strengths sit alongside a business base of around 40,000 firms and one of the highest skills levels of any combined authority area in the North of England. But future success depends on better connectivity: between homes and jobs, between businesses and development sites, and between the region's urban centres, market towns, coastline and world-class countryside.

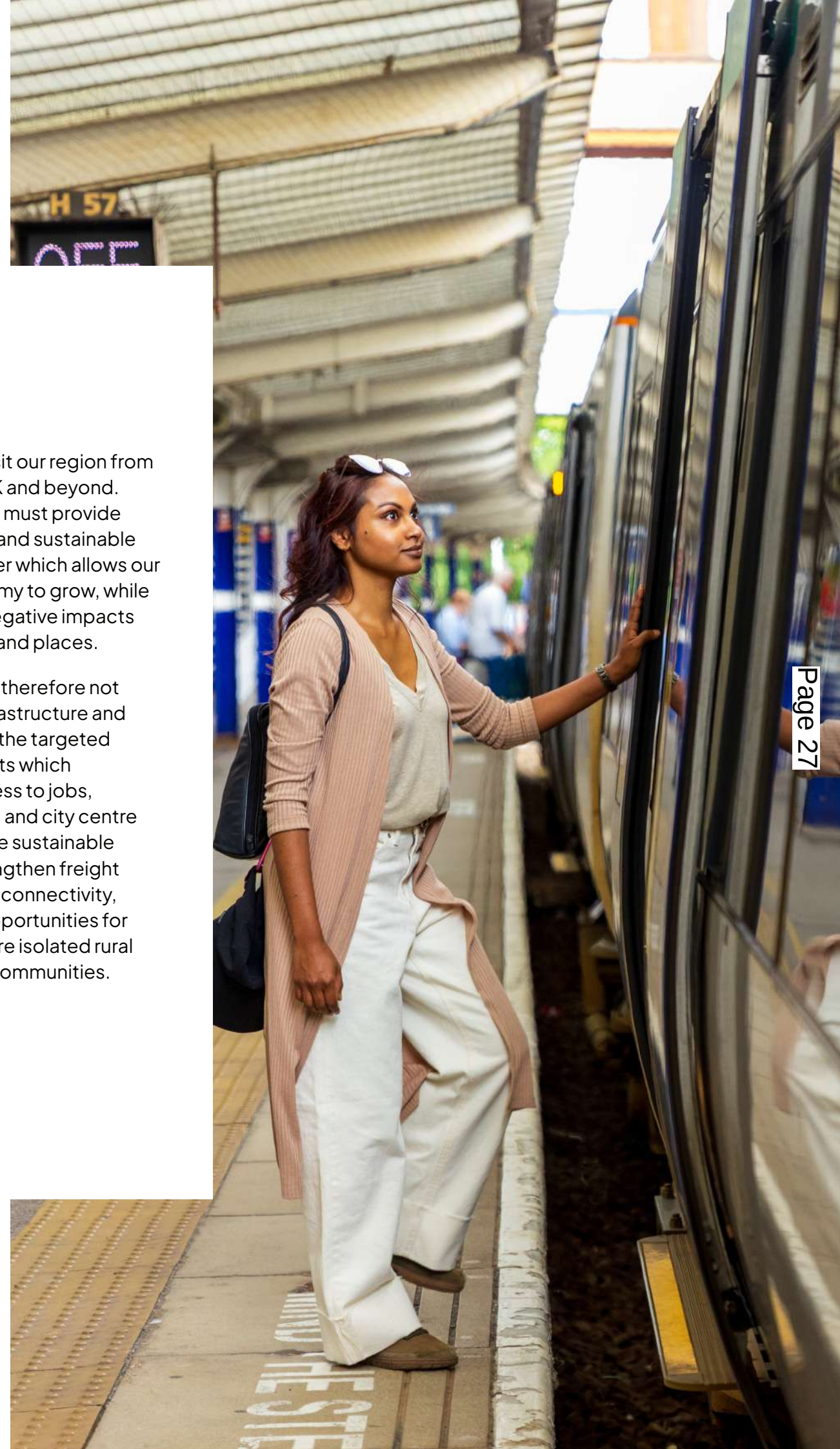
We also recognise the crucial importance of aligning transport with housing delivery, commercial development,

digital and utilities infrastructure, skills and health, and trade and investment. That means transport is not an end in itself: it is a strategic enabler of inclusive growth.

This matters particularly in a region with a major visitor economy. North Yorkshire alone welcomes more than 32 million visitors a year and supports over 38,000 tourism jobs, while York attracts around 9.4 million visitors and supports nearly 16,800 full-time equivalent jobs in the visitor economy. Visitors are crucial to the economic success of our region, but they also create significant pressures on our transport networks during peak periods. We need to ensure that we are planning not just for local communities and businesses, but also for

those who visit our region from across the UK and beyond. To do this, we must provide an attractive and sustainable transport offer which allows our visitor economy to grow, while minimising negative impacts on our roads and places.

The priority is therefore not just more infrastructure and services, but the targeted enhancements which improve access to jobs, support town and city centre vitality, enable sustainable tourism, strengthen freight and business connectivity, and widen opportunities for people in more isolated rural and coastal communities.



Why now?

The region is entering a decisive decade for delivering inclusive growth.

York and North Yorkshire is planning for substantial change over the next decade. Our wider ambitions include delivering 60,000 new homes over ten years, including 25,000 affordable homes, while using growth to support healthier communities and better access to opportunity. This scale of change creates both opportunity and risk. If growth is planned around sustainable connectivity, it can support more productive places and healthier, more inclusive communities. If it is not, it risks deepening car dependency, congestion, exclusion and pressure on already stretched networks.

As part of our growth ambitions, we want to:

- Be the most productive economy in the North of England, boosting productivity by 25%
- Increase regional GDP by 28%, adding £8.8 billion to the UK economy
- Increase average earnings by a third, and reduce the number of employee jobs paying below the real living wage
- Maintain high employment and get 20,000 more people into work.

Transport must do more than accommodate this change: it has to help make it possible by widening labour market access, supporting freight and business connectivity and linking homes to jobs and services in a more sustainable way. This ambition will enable us to grow with purpose and attract investment and innovation to our region.

Scarborough
Rail Bridge

Climate action and network resilience require urgent action.

The climate is changing rapidly, and we must act now to decarbonise our transport system and ensure our region is more resilient to the impacts of climate change.

Transport is a central theme in our draft Strategy for a Sustainable Future and our ambition for York and North Yorkshire to become England’s first carbon-negative region by 2040. It is also one of our region’s biggest challenges: transport accounts for around a third of our regional emissions. That makes it a major source of carbon, but also one of the biggest opportunities to improve everyday life, through cleaner air, lower-carbon and more affordable travel choices, better access to nature and a

network that is more resilient to flooding, overheating and other climate impacts.

For transport, this means reducing the need to travel where possible by providing everyday services as close as possible to where people live, enhancing digital access to opportunities and services, shifting more trips to walking, wheeling, cycling and public transport, and supporting the move to zero-emission vehicles and cleaner logistics where car and road freight travel remain necessary. It also means designing and maintaining infrastructure so it can withstand more extreme weather and continue to serve communities and businesses reliably.

If we are successful, this action will result in cleaner air, reduce our contribution to climate change and ensure our infrastructure is more resilient to extreme weather events. For our people, it will mean lower travel costs and energy bills, better health, and improved access to job, education and training opportunities and leisure activities.



Access to opportunity is still too uneven across our communities.

Across the region, people do not experience transport in the same way. In York and the larger towns, there are already choices available for many, but these need to become more accessible, frequent, reliable and run for more hours each day. In smaller settlements and coastal and rural areas, access to jobs, education, healthcare and leisure can depend heavily on having a car or getting a lift. The evidence already points to the scale of this challenge: more than one in ten of our residents cannot reach a college, hospital or sports facility within 45 minutes by public transport. That creates inequalities in opportunity, increases transport costs for households and leaves some residents at greater risk of social exclusion.

This means people missing appointments, turning down jobs or being unable to visit friends and family.

This is why transport needs to be more accessible, integrated and place-sensitive: better bus and rail links where demand can support them, stronger walking, wheeling and cycling networks in neighbourhoods, towns and cities, improved sustainable transport access to key visitor and employment destinations, better east-west connectivity, and flexible solutions for rural and coastal areas. Together, these are the strategic transport priorities that will help translate our wider ambitions into visible improvements in people's everyday lives.

What action do we need to take?

Transport is key to unlocking York and North Yorkshire's full potential.

Transport investment must help create healthy and resilient communities, connect people to opportunity, support affordable and well-located homes, enable sustainable economic growth and protect the region's environment. That requires a long-term shift from fragmented, mode-by-mode improvements to a genuinely integrated transport offer focused around the specific needs of our communities, businesses and visitors.

Achieving our ambition to be a trailblazing City Region Rural Powerhouse will require better integration of bus, rail and walking, wheeling and cycling (including integrated services, information and ticketing), stronger connections between settlements and key destinations, improved reliability and resilience and a transport system that supports the region's urban, rural and coastal places in bespoke but complementary ways.





The Mayor's Local Transport Plan provides the strategic framework for that shift.

The Mayor's Local Transport Plan will be the region's shared framework for transport to 2050. It will guide investment decisions, shape future strategies and delivery plans, and provide the evidence base for why transport matters to the wider priorities of York and North Yorkshire.

Its purpose is not simply to describe the network we have, but to set the direction for the network we need: one that supports growth with purpose, reduces inequality, improves health, accelerates decarbonisation and strengthens the long-term resilience and competitiveness of the region.



What happens if we do nothing?

Maintaining the status quo would leave too many communities behind and prevent our region from reaching its full potential.

Years of underinvestment mean our transport network has not kept pace with population and visitor growth, changing travel patterns, economic ambition or environmental need. If we do not act now, the consequences will become more severe:

- Greater isolation in rural and coastal communities as sustainable travel options remain too limited
- Weaker economic performance as employers struggle to attract talent and connect people to jobs, and congestion deters visitors from coming to our region
- Higher emissions, poorer air quality and worsening health outcomes

- Deeper inequality as too many people remain dependent on the car to reach everyday opportunities
- Growing strain on ageing infrastructure as climate risks increase and resilience falls behind.

Doing nothing would make our region less connected, less fair and less competitive. But that future is not fixed. With clear choices and sustained action, the region can build a transport system that expands opportunity, supports healthier lives, strengthens resilience and enables a more prosperous, low-carbon future for every community.



Our priorities for change

The rest of this document sets out our vision for the future of transport in York and North Yorkshire and our more detailed priorities for specific places and modes of transport. Our key priorities are:

- **Sustainable growth:** Ensuring that new development is located and designed to embed sustainable travel behaviours from the outset, enabling us to accommodate housing and job growth at scale while ensuring our transport network meets the needs of our current and future communities.
- **Connecting all parts of our diverse region:** Delivering a much more integrated and accessible transport network which works

for local urban and rural communities, businesses and visitors, including more comprehensive walking, wheeling and cycling networks, a reformed bus system with greater local control over service patterns and fares, and enhanced rail services to link people to wider opportunities.

- **Resilient and future-proofed:** Ensuring that our existing transport network is well maintained to support everyday journeys, that it can withstand and respond well to unexpected short-term disruption and that we take the necessary steps to adapt our network so it is resilient to the effects of climate change.

- **Cleaner and greener transport:** Supporting a rapid transition to a low-emission fleet for public transport, freight and private vehicles to meet our ambition to become carbon negative as a region and support cleaner, greener communities.
- **Nationwide connectivity:** Ensuring that York and North Yorkshire is well connected to neighbouring areas, wider UK destinations and to ports and airports to enable better access to labour markets, goods and materials, and to enable more visitors to access our major attractions.



Our 2050 vision for a connected City Region Rural Powerhouse



Transport has a fundamental role to play in achieving York and North Yorkshire’s future ambitions. We have developed an ambitious yet achievable vision for the Mayor’s Local Transport Plan to guide the transformation of our transport network towards 2050. Our vision is formed of four strands which together articulate what we want our transport network to achieve.

Each vision theme is explored in more detail in the following sections:

Mayor's Local Transport Plan vision

- High-quality and well-connected urban, rural and coastal places for people to live, work, visit and socialise
- Healthier, safer and more active communities
- A productive and growing economy including our sustainable tourism offer, access to labour markets and movement of goods and freight
- Transition to a decarbonised transport system which protects and enhances our natural environment, and connects our people to the outdoors

High-quality and well-connected urban, rural and coastal places for people to live, work, visit and socialise

Healthier, safer and more active communities

A thriving and productive economy including our sustainable tourism offer, access to labour markets and movement of goods and freight

A decarbonised transport system which protects and enhances our natural environment, and connects our people to the outdoors

High-quality and well-connected urban, rural and coastal places for people to live, work, visit and socialise

York and North Yorkshire covers more than 3,000 square miles yet is home to just 834,000 people. In many parts of the region, population density is lower than 1,000 people per square mile. This dispersed settlement pattern makes it harder, and more expensive, to connect people to the services and opportunities they need.

As a result, some areas, including Selby, Filey and Scarborough, face some of the highest risks of transport-related social exclusion in England, with poor accessibility and high levels of vulnerability.

We want to change that.

Everyone, from the busiest parts of York and Harrogate to the most remote communities in Richmondshire and Ryedale, should be able to access education, jobs, healthcare, housing, leisure and social opportunities easily and reliably.

At the same time, the region is growing rapidly. Ambitious plans for 60,000 new homes over the next decade will place increasing pressure on the transport network. Many proposed development sites currently have weak public transport connections, risking greater car dependency and isolation.

That is why we need to better integrate transport and land-use planning. New homes and developments should be located where people can travel easily and sustainably or designed with the infrastructure needed to improve connectivity from the outset. And once the infrastructure is in place, it must be well maintained so that it can continue to be useful in years to come.

Our vision is for well-connected urban, rural and coastal communities where people can live, work, visit and thrive, with access to the opportunities and services they need, wherever they live.

Wider policy context:

One of the three principles of the new Integrated National Transport Strategy is to use transport to create better-connected places, ensuring homes are well connected to the places people want to go.

The Mayor has set out a commitment to align transport, housing and regeneration to ensure new development supports sustainable, wellconnected communities rather than car-dependent growth.

The Local Growth Plan identifies infrastructure-led regeneration and town centre vitality as central to building a more balanced and productive regional economy.

National planning policy emphasises the importance of sustainable development, directing growth to locations that are or can be made accessible by sustainable transport.

The forthcoming Spatial Development Strategy for York and North Yorkshire will need to prioritise development sites that are in accessible locations and ensure they are masterplanned in a way which optimises their connectivity and sustainability.

Critical outcomes to this strand of the vision being successful:

A greater proportion of the region's population having good connectivity to opportunities by walking, wheeling, cycling and public transport

New developments being located in places that are either currently well served or have plans to be well served by sustainable modes of transport

Achieving our modal share targets of 40% of trips by walking, wheeling or cycling and 10% of trips by public transport by 2050

Healthier, safer and more active communities

We want everyone in York and North Yorkshire to live in places that enable them to live healthy, connected and fulfilling lives. That means making sure people can easily reach the services, jobs and opportunities they need, while creating neighbourhoods where people feel safe, supported and able to thrive.

To get there, we need to reduce dependence on cars and make walking, wheeling and cycling the easiest and most attractive choices for everyday journeys and leisure. We already have a strong foundation: 80% of journeys under one mile are walked, wheeled or cycled. But we want to go further and tackle the remaining short trips still made by car.

The benefits are significant. More walking, wheeling and cycling means healthier people, cleaner air and stronger communities. Yet inactivity remains a major challenge. In York, 13% of residents are classed as inactive, rising to 24% in North Yorkshire. Inactive lifestyles increase the risk of obesity, type 2 diabetes, heart disease, some cancers, depression and anxiety. Shifting more short journeys away from the car is one of the simplest ways to build physical activity into daily life.

But people need to feel safe to travel actively. Concerns about road safety are a major barrier. In North Yorkshire's Let's Talk Transport consultation, 60% of respondents identified road safety as a key issue, while many said they do not feel safe walking or cycling. In York's Big Transport Conversation, 61% of respondents said they do not walk, wheel or cycle as much as they would like, with safety concerns cited as a leading reason.

Addressing these issues will require safer streets, lower traffic speeds, better crossings, improved lighting and more welcoming public spaces. By investing in dedicated high-quality infrastructure, we can give people the confidence to choose to walk, wheel or cycle more often.

Our vision is for healthier, safer and more active communities: places with cleaner air, sustainable access to everyday services and streets that put people first.

Wider policy context:

- The Mayor has set out an ambition to create healthier and more resilient communities through identifying gaps in provision and delivering a long-term plan to support services in the region.
- Active Travel England has set a target for 50% of all short trips in towns and cities to be made by walking, wheeling or cycling by 2030.
- The Mayor's Active Travel Fund (worth £4 million) is designed to make walking, wheeling and cycling easier and safer across urban, rural and coastal areas.
- The Government's Pride in Place Strategy has objectives to build stronger communities, create thriving places and helping communities to take back control through having a say over the future.
- One of the priorities of the Integrated National Transport Strategy is to create healthier communities, where making healthy travel choices will be easy and convenient, supporting cleaner, quieter and more liveable places.
- Investment in walking, wheeling and cycling offers a high economic return, with an average of £5.60 generated for every £1 spent.

Critical outcomes to this strand of the vision being successful:

- More short trips made by walking, wheeling and cycling
- People feeling safe from the very start to the very end of their journey
- Reducing the number of people killed or seriously injured on our network
- Improving air quality in the region's most polluted areas

A thriving and productive economy including our sustainable tourism offer, access to labour markets and movement of goods and freight

York and North Yorkshire already has a strong, outward-looking economy - home to 40,000 businesses exporting to 62 countries, with strengths in agri-business, food production, rail innovation, low-carbon technologies and advanced manufacturing.

Tourism is a major economic force too. North Yorkshire welcomed 32 million visitors in 2024, supporting more than 38,000 full-time jobs. York attracts around 9 million visitors a year, sustaining 17,000 jobs and contributing £1.7 billion to the local economy.

But success is uneven. York's productivity outpaces North Yorkshire's, and across the region GVA per head remains below the England average. Too many skilled people still leave for better opportunities elsewhere. Around four in ten young people in the North expect to leave for better job prospects, resulting in a 'brain drain'.

If we want more businesses to invest, grow and stay in our region, we need a transport network that gives them access to the right labour pools, connects people to jobs, and enables goods to move efficiently into, out of and across York and North Yorkshire. Stronger connectivity is essential not only for day-to-day business operations, but also for attracting inward investment, supporting productivity and unlocking growth across the region.

We also need to enable our tourism sector to grow in a way that is both sustainable and inclusive, by making it easier for more people to reach and enjoy the places our region has to offer without relying on the car. That means improving access by rail, bus, walking, wheeling and cycling to our towns, coast, countryside and key visitor destinations, while reducing congestion, emissions and pressure on local communities

Our ambition is clear: a thriving, productive economy powered by sustainable tourism, stronger access to jobs, and more efficient movement of people and goods. Transport must help unlock that future, not hold it back.

Wider policy context:

- The Mayor is committed to supporting a thriving regional economy by improving transport connectivity for people, goods and visitors across York and North Yorkshire.
- York and North Yorkshire's Economic Framework has an overarching ambition to deliver inclusive economic growth through a global, innovative, productive economy with strong and thriving businesses.
- York and North Yorkshire's Local Growth Plan has a vision for creating the right conditions for growth, supporting businesses and attracting greater investment.
- Our Get York and North Yorkshire Working Plan seeks to enable more people to enter, remain, and progress in good quality and secure work that supports healthy and thriving communities and businesses.
- One of the priorities of the new Integrated National Transport Strategy is to align transport and development, including using transport to unlock new development sites and support regeneration.
- Transport investment in the North of England delivers high economic returns, with every £1 estimated to return £3.50.

Critical outcomes to this strand of the vision being successful:

- Increase in GVA per hour across the region
- Increase in the number of people accessing our tourist attractions by sustainable modes
- Positive feedback from businesses that the transport network is meeting their needs

A decarbonised transport system which protects and enhances our natural environment, and connects our people to the outdoors

Transport is the region's biggest source of carbon emissions, accounting for around a third of the total. Emissions from car travel are lowest in urban areas such as York, Harrogate, Scarborough and Selby, and highest in rural areas where public transport is weaker and car dependency is greater. Our two national parks are among the region's highest-emitting areas for car travel, driven by both rural households and visitor journeys.

Yet York and North Yorkshire's natural environment is one of our greatest assets. With two national parks, three national landscapes and more than 70% of land used for agriculture, protecting it is both an environmental and economic imperative.

That is why we need a transport network that works with and not against our natural environment, one that shifts more journeys to sustainable modes and helps make York and North Yorkshire carbon negative by 2040.

It must also open up sustainable access to the outdoors for residents and visitors alike. Access to our breathtaking landscapes, rich natural habitats and awe-inspiring international dark sky reserves should not depend on access to a car, but nor should it adversely impact on these natural assets. And our network must be resilient to the changing climate, better enabling it to withstand flooding, extreme heat and coastal erosion.

Our vision is for a decarbonised, climate-resilient transport system that protects and enhances our natural environment, improves air quality, cuts pollution, and connects more people to the outdoors.

Wider policy context:

The Mayor has committed to delivering a low-carbon, climate-resilient transport system that protects communities and natural landscapes across York and North Yorkshire.

The Mayor's vision sets out an ambition to connect people to the outdoors, making outdoor spaces safe, accessible and affordable for everyone.

Our draft Strategy for a Sustainable Future sets out a vision for a clean, integrated, accessible and affordable transport system that helps communities to thrive, connecting people to better opportunities for work and leisure across the diverse landscapes of York and North Yorkshire.

The previous government's Decarbonising Transport plan sets out a vision for a cleaner transport system that is fundamentally better by improving journeys, encouraging growth and opportunity and boosting the health of the nation.

Natural England is working towards a key outcome to ensure that more people are engaged outdoors in natural rich spaces every week, with everyone being within a 15-minute walk of nature from where they live.

Critical outcomes to this strand of the vision being successful:

A reduction in transport-related carbon emissions in line with our ambition to become carbon negative by 2040

A greater proportion of the region's population having good access to the outdoors

More journeys to our national parks being undertaken by public transport



Connected places



York and North Yorkshire is a geographically diverse region, encompassing the historic city of York and the expansive rural county of North Yorkshire. The area spans urban centres, market towns, remote villages, coastal communities and national parks, leading to a distinctive mix of transport needs and opportunities.

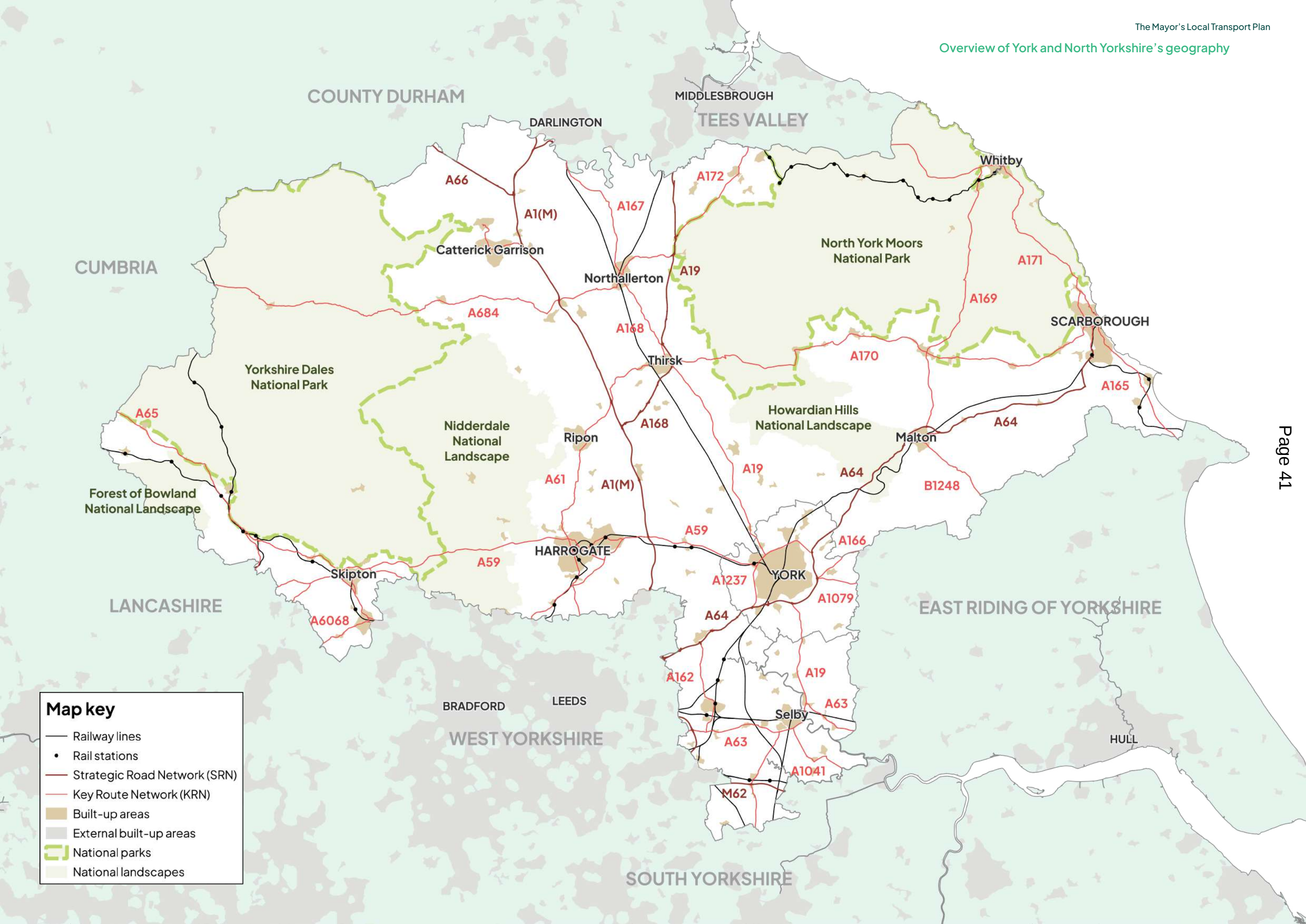
The region's settlement pattern is highly varied: dense urban zones in York, Harrogate and Scarborough contrast sharply with sparsely populated but nationally significant rural areas such as the Yorkshire Dales and the North York Moors national parks. Meanwhile, coastal towns such as Whitby and Filey experience a significant seasonal influx of visitors. This diversity shapes both the challenges the local transport network faces and the opportunities available for a more sustainable future.

We want the Mayor's Local Transport Plan to recognise the uniqueness of our different places and the different ways that people move within, to and between our places. We have therefore identified five place types in York and North Yorkshire, as shown below, to shape our thinking about what different places need from the transport system.

They are intended to represent how people live, work and move in the region and recognise that no two places or journeys are the same.

Place types





Map key

- Railway lines
- Rail stations
- Strategic Road Network (SRN)
- Key Route Network (KRN)
- Built-up areas
- External built-up areas
- ▭ National parks
- ▭ National landscapes



The following sections identify priorities for each of our place types and the people that live, work and visit them.

Liveable neighbourhoods



We want to create liveable and connected neighbourhoods where people can easily, safely and conveniently access everyday services, jobs, education and green spaces within their local area through high-quality walking, wheeling, cycling and public transport networks, reducing reliance on cars and strengthening community life.

As somewhere that many of us spend much of our time, our local neighbourhoods are some of our most important places. They should provide our people with good local amenities, foster a sense of community and create a sense of place where people feel safe and able to live good lives.

However, many of the places where we live are impacted by transport-related issues such as inconsiderate parking, heavy through traffic, speeding vehicles, limited public transport services, and air and noise pollution. These were all issues raised as serious concerns in York's Big Transport Conversation. In North Yorkshire's Let's Talk Transport consultation, 60%

of respondents cited road safety as a key concern. The rise in e-commerce in recent years has also impacted our neighbourhoods with the steep rise in delivery vehicles, often leading to more through traffic and obstructive parking.

We are also planning significant growth in housing across the region and we need to make sure that new residential areas are designed with people in mind and to embed sustainable travel behaviours from the outset.

Our local neighbourhoods should be focused on people: places that everyone can access, where people of all ages want to spend time and feel safe doing so.

This will look different in different places, but our overarching ambition is for all local neighbourhoods to be safe, accessible and people centric. We will achieve this by:

- Making streets safer and more accessible for everyone
- Prioritising walking, wheeling and cycling over private vehicles
- Improving local access to bus stops and rail stations
- Ensuring key services, such as local shops and schools are accessible by walking, wheeling, cycling and public transport
- Creating greener and more attractive environments.



Our priority is to deliver more liveable communities that are designed around the needs of residents. This will enable more social interaction, promote physical activity by enabling more walking, wheeling and cycling, and improve general quality of life.

We will install secure public cycle parking facilities in more residential areas so that more people have somewhere safe and convenient to store their cycle close to where they live.

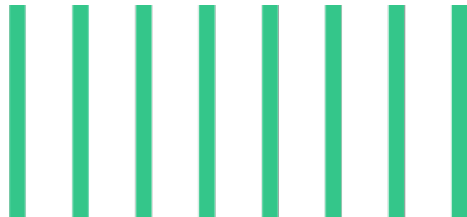
Especially in our new residential areas, we will need to design our local neighbourhoods as healthy places to live. This will include adopting the Healthy Streets principles (discussed in detail later) and considering measures such as school streets, play streets and low-traffic neighbourhoods—such as those currently being trialled in York—which enable children to live and play more freely and safely.

We will prioritise investment in walking, wheeling and cycling networks to schools, including school streets, to help improve children's health, freedom and independence as they travel to and from school.





Towns and cities



We want our towns and cities to be seen as some of the safest, cleanest, healthiest and most vibrant in Europe.

Our towns and cities are hubs of employment, leisure, tourism and education and each one has its own distinctive needs and strengths based on its size, economy and surrounding geography. We need to ensure that more of our residents can access the opportunities available in the most sustainable way. Many of our historic and coastal towns and cities are also major visitor attractions and therefore need to be easy to access and move around, particularly by sustainable modes of transport, for those who are less familiar with the local transport system. There is a huge variety in the scale of the challenges and

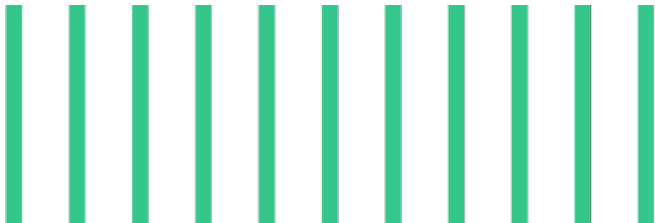
opportunities our many varied towns and cities face. In our larger urban areas, such as York, Harrogate and Scarborough, traffic growth continues to put pressure on the road network, which also negatively affects all road users, including those trying to move around by bus or by cycle. York's Local Transport Strategy sets out an ambition to reduce vehicle traffic to make the city a better place to live, attracting investment and employment to the city and helping residents live longer, happier, healthier lives. If we want to deliver our ambitious housing targets of 60,000 new homes in the region over ten years without

weakening the reliability and resilience of the road network, we need to find more efficient ways for people to be able to move into, out of and around our towns and cities. As our towns and cities are likely to be locations of significant growth, this will enable our larger settlements to grow sustainably without significantly increasing traffic levels.

Our smaller towns and cities also experience transport challenges. North Yorkshire contains a network of interdependent market towns with strong local character, greater together than the sum of their parts and with large, dispersed rural hinterlands. Whether on the larger end of the scale, such as Selby or Skipton, or a smaller settlement in a sparser area, such as Helmsley or Hawes, easy access around, into and between these local hubs of activity is critical for residents, businesses and visitors. The smaller size of many of our market towns means they have a huge potential to become

highly sustainable settlements, with services conveniently located close to where people live and easily accessible by walking, wheeling or cycling.

- We will invest in delivering coherent, safe and high-quality walking, wheeling and cycling networks in our towns and cities.
- We will enhance public transport connectivity between our towns and cities through a regular and legible core network to ensure buses and trains can be viable options for people's journeys.

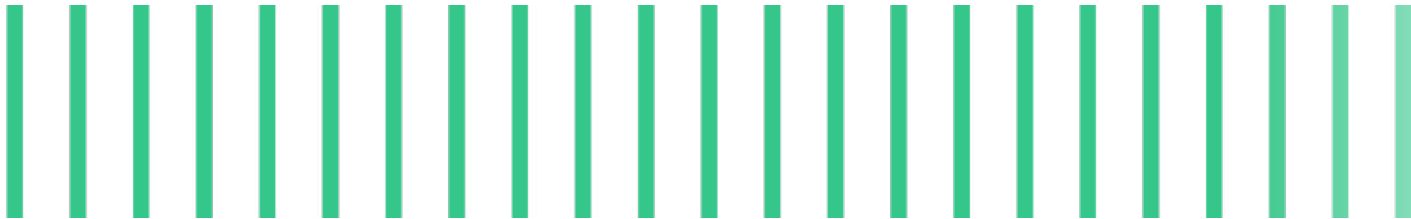


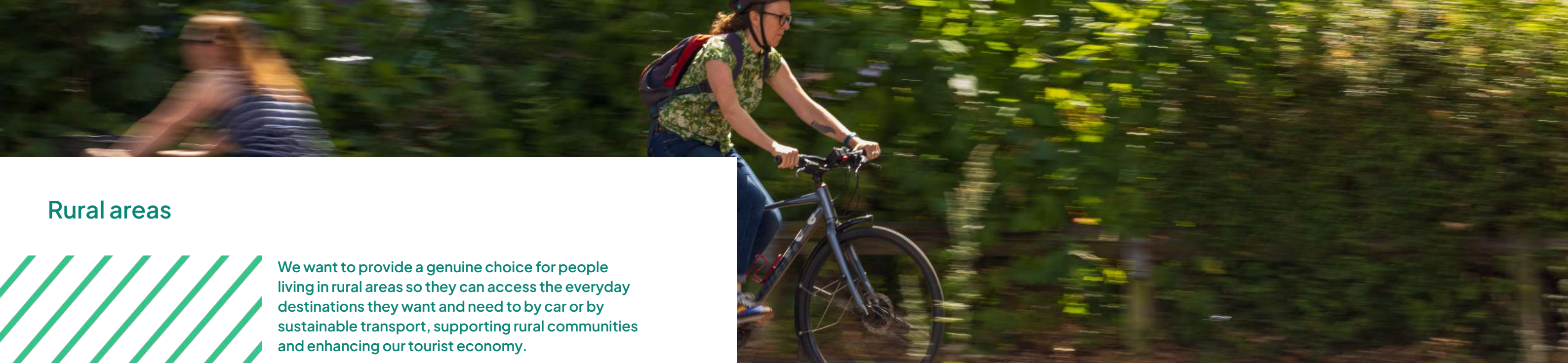
We want people living in towns and cities to be able to access the destinations they need to in the most sustainable way. We will achieve this by:

- Developing coherent walking, wheeling and cycling networks in our towns and cities
- Ensuring that our towns and cities are designed to be accessible for everyone, and particularly for disabled people
- Improving public transport links between and into our towns and cities so people don't have to rely on cars to access our urban centres

- Reshaping our town and city centre streets to prioritise people over traffic, creating places people want to spend time in
- Supporting sustainable growth by making sure that walking, wheeling, cycling and public transport access is prioritised in new developments
- Exploring options for demand management to mitigate congestion in urban areas.

By making these improvements, we can ensure that people can move within and between our towns and cities conveniently and reliably, without needing to depend on access to a car.





Rural areas



We want to provide a genuine choice for people living in rural areas so they can access the everyday destinations they want and need to by car or by sustainable transport, supporting rural communities and enhancing our tourist economy.

Our region’s rural areas are one of our biggest assets: from characterful villages to expansive moorland, our rural offering is what makes us special. We need to ensure that people in rural areas have access to jobs, education, services and leisure opportunities and that people have access to the outdoors, while also protecting our rural areas from the negative impacts of car-dominated travel.

Around a third of our population live in villages and rural areas. In these areas, jobs, education, services and leisure opportunities are generally located further away from where people live, which is compounded by an ageing rural population at greater risk of finding themselves unable to access a car. Public and community

transport provides lifeline services for many of our rural residents, so it is crucial that we maintain and expand this element of our transport network to offer a realistic travel choice to as many rural communities as possible. Our rural areas are also home to many visitor hotspots, both large and small. Our two national parks and three national landscapes cover almost half of our region by area, providing access to the outdoors to people from across the North of England and beyond. Numerous other attractions are located across the region, including historic assets such as Fountains Abbey and Castle Howard, theme parks such as Flamingo Land and Lightwater Valley, and many others. But although they are fantastic local assets,

our rural attractions are often not well served by public transport, which can cause pressures on the local road network and limit access for those without access to a car. Our rural single carriageway roads are also some of our worst collision hotspots, with road users six times more likely to be killed or seriously injured on rural roads compared to motorways. There are popular motorcycle touring routes across North Yorkshire, but the number of collisions involving motorcycles on these and other routes remains too high. Many of our smaller villages are also affected by speeding through traffic and a lack of safe and accessible walking and wheeling routes.

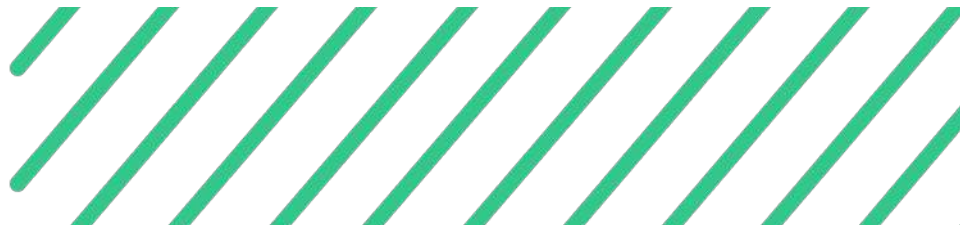
We want to protect and enhance access to the outdoors while safeguarding rural communities from the negative effects of rural car traffic. We will achieve this by:

- Reducing the need to travel long distances to access services by continuing to improve digital connectivity in rural areas
- Improving access for our rural communities to essential services by more sustainable modes of transport

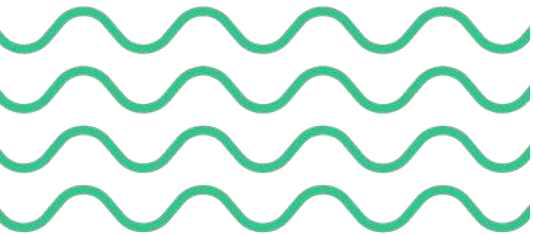
- Improving bus, walking, wheeling and cycling access to rural visitor hotspots to provide sustainable alternatives to accessing visitor destinations
- Focusing on safety improvements on our rural road network, including in our villages.

By making sure people and businesses in rural areas have good and reliable access to opportunities through enhanced rural transport, we can support people to live good lives wherever they choose to live and support a thriving rural economy.

We will improve the walking, wheeling, cycling and public transport options in rural areas so more rural residents have a genuine choice about how they move around.



Coastal communities



We want to support our coastal communities so that people have the same access to education, jobs and other opportunities as those living further inland, creating healthy and thriving places to live and work, and better enable them to maximise the benefits of the tourist economy while being resilient to the pressures of seasonal tourist demand.

Our region also has beautiful coastal areas: from quaint fishing villages to picturesque seaside towns. Our coastline is a standout feature in our region that attracts locals and visitors alike.

However, our coastal areas have a fundamental economic disadvantage because their position next to the sea means they only have half the catchment area of other settlements further inland. Towns like Whitby, Scarborough and Filey have fewer through routes for passing trade and so benefit less from transport investment elsewhere.

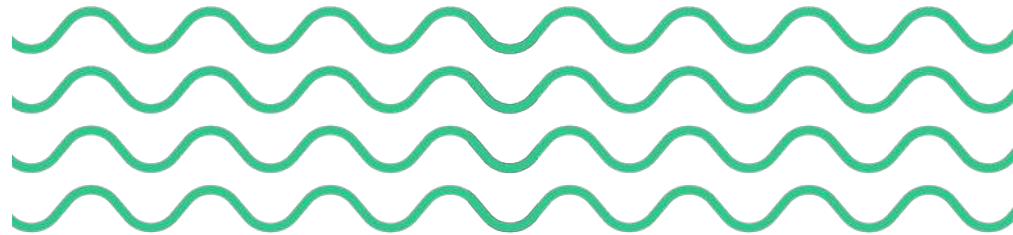
These factors put coastal areas at greater risk of deprivation, both within North Yorkshire and further afield. Improving transport connectivity has a crucial role to play in helping our coastline overcome its inherent challenges by providing greater access to the jobs market and enabling healthier lifestyles with higher wellbeing.

Our stunning coastline also attracts significant numbers of tourists, especially during the summer season. While this is crucial for the local economy, it also creates significant transport pressure with extreme fluctuations

in travel demand being difficult to plan for.

This undermines the visitor experience and affects residents trying to go about their everyday lives during the tourist season.

The visitor economy also demands shift patterns which do not conform to standard working hours, and consequently often aren’t well served by public transport. This increases car dependency for people working at evenings and weekends, even when they are travelling during times of good public transport coverage.



We want to ensure that our coastal areas are well served by public transport, walking, wheeling and cycling networks that support the needs of local communities and visitors. We will achieve this by:

- Working with businesses in our coastal places to better understand shift patterns and to identify improvements to public transport to support their needs
- Working with key tourist attractions to understand forecast demand and transport

priorities, including incentives for visitors to travel without a car

- Working with local communities to understand what transport improvements would make the biggest impact on their day-to-day travel needs
- Investing in better public transport and active travel connections which meet the needs of visitors, local residents and employers.

By making sure our transport system responds to the needs of our coastal communities, we can enable visiting tourists to explore the best our coastline has to offer while reducing pressure on the local transport network.

We will work with coastal communities to ensure the transport network better suits their needs, reducing inequalities between coastal areas and places further inland.

Destinations outside the region



We want to enable seamless journeys across administrative boundaries to reflect the interconnected nature of our geography and travel habits, whether people are making everyday commute trips to or from our larger urban neighbours or travelling further afield.

Our region neighbours seven other combined authority areas which have key destinations that our people need to travel to for education, employment, leisure and health opportunities. It’s also crucial for our economy that goods can move efficiently in and out of the region. Key destinations include, but are not limited to: Leeds, Manchester, Teesside, Doncaster, Sheffield, Hull and East Yorkshire, as well as travel to key airports, such as Leeds-Bradford and Manchester, and to London and Scotland.

York and North Yorkshire lies between some of the North of England’s major urban areas. Our strongest cross-border flows are into West Yorkshire and Hull & East Yorkshire from York, Harrogate, Skipton and the Vale of Pickering, as well as into the Tees Valley

from northern parts of the county such as Northallerton, Richmondshire and Whitby. Our western communities in and around the Yorkshire Dales are also strongly linked with towns and villages in Lancashire and Cumbria. We enjoy good road and rail connectivity to Leeds, Sheffield, Teesside, Hull, Lancashire and Cumbria, although there is room to enhance these connections further.

We also benefit from excellent longer-distance connectivity, particularly by rail through York’s status as a national rail hub. Its position on the East Coast Main Line provides frequent trains to London with a journey time of under two hours, as well as excellent northbound connectivity to Newcastle and Edinburgh.

Following the completion of the Transpennine Route Upgrade, York stands to benefit from faster and more frequent trains to Leeds, Manchester and Liverpool. This will help to ease longstanding issues facing people trying to make east-west journeys across the Pennines.

The Cross-Country route also passes through the region, providing direct connectivity to Sheffield, the East Midlands, Birmingham and Bristol. Following the upgrade of the A1(M) through North Yorkshire in the 2010s, we are also well served by the motorway network, catering for both north-south and east-west journeys to destinations across the UK.

However, the benefits of strong road and rail connectivity do not come without their challenges. Through traffic on our motorway corridors poses a major hurdle for meeting our regional decarbonisation ambitions while contributing to localised noise pollution. Capacity and other pressures on the rail network also now inhibit the potential for new or enhanced local services, such as improved services between York and Scarborough, impacting both passenger and freight traffic. Meanwhile, the need to make long-distance business journeys has diminished since the advent and uptake of remote working, giving us the opportunity to avoid making some of the most polluting car journeys.

- We want to find the right way of improving long-distance cross-border connectivity, in the most sustainable way. We will achieve this by:
- Working with partners to enhance the quality and resilience of our strategic road network while mitigating the localised negative effects of through traffic
 - Working with the rail industry to identify capacity improvements which can both fulfil future long-distance connectivity needs and support local ambitions for improved regional connections

- Working with partners to ensure that electric vehicle charging and alternative fuel infrastructure for freight is available in the right places to ensure that zero-emission vehicles are a more viable option for long distance journeys
- Continuing to enhance digital connectivity to reduce the need for longer-distance journeys to be made.

We will work collaboratively with local transport authorities in neighbouring areas to ensure cross-boundary transport routes are planned and managed coherently and effectively so that they meet the needs of people making those journeys.

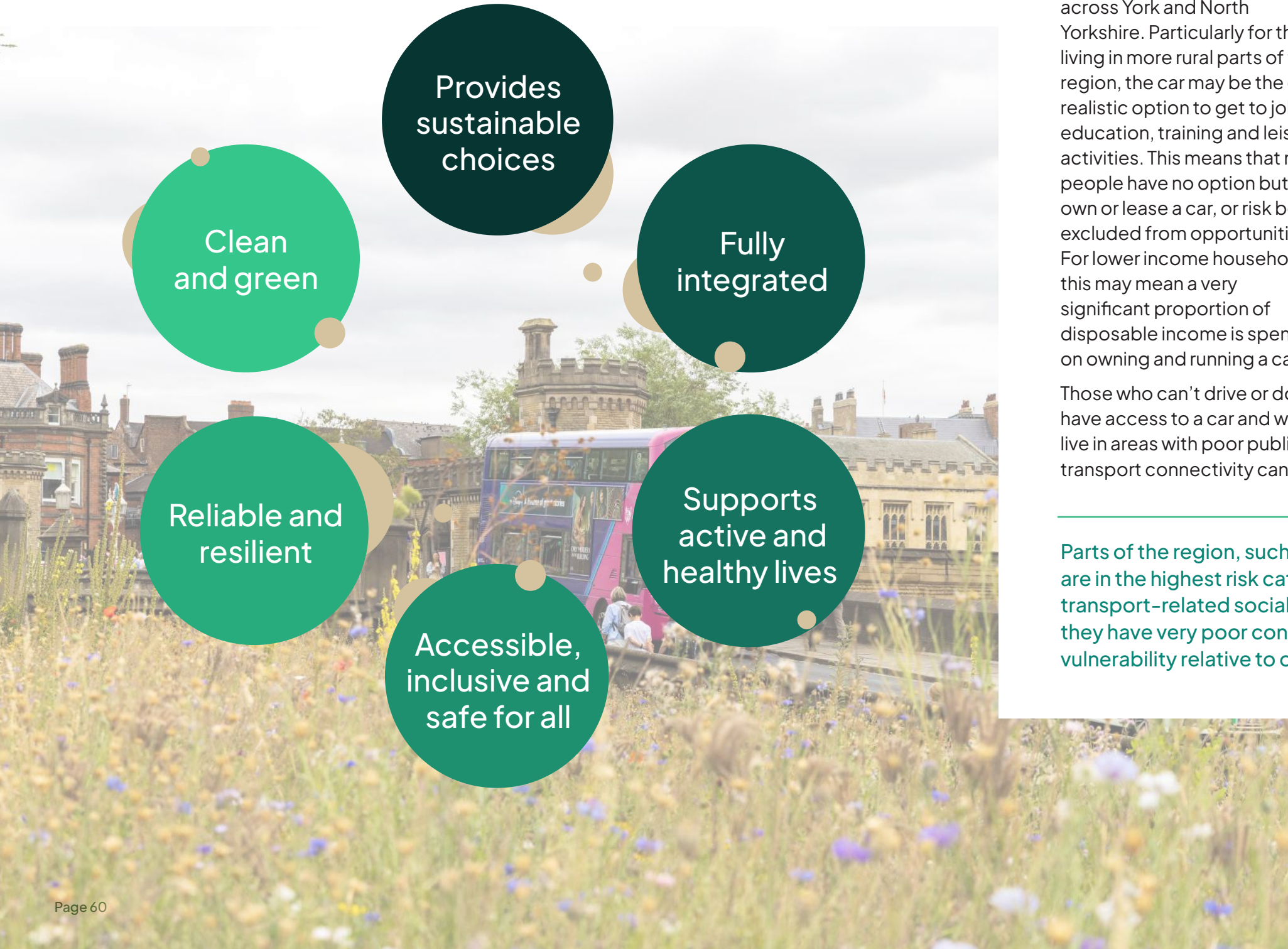
We will work with industry partners to encourage long-distance journeys into, out of and through York and North Yorkshire to be made as sustainably as possible.



Network principles

To meet our vision for transport in York and North Yorkshire, we need to guide the development of the transport network so that it meets the needs of everyone who uses it, including residents, businesses and visitors. The network principles that we will use to plan, design and operate our transport network in York and North Yorkshire are outlined below.

Network principles



Provides sustainable choices



Our ambition is to deliver a transport network that provides a range of travel options to the places people need or want to go, so that everyone can choose the mode that best suits their needs.

People’s ability to access key services varies significantly across York and North Yorkshire. Particularly for those living in more rural parts of the region, the car may be the only realistic option to get to jobs, education, training and leisure activities. This means that many people have no option but to own or lease a car, or risk being excluded from opportunities. For lower income households this may mean a very significant proportion of disposable income is spent on owning and running a car. Those who can’t drive or don’t have access to a car and who live in areas with poor public transport connectivity can

become very reliant on others to give them lifts (including taxis and private hire vehicles) or may become isolated due to limited travel choices. We have undertaken some bespoke connectivity analysis for York and North Yorkshire which found that many of our residents struggle access everyday services by public transport. Around one in eight of our residents cannot access a college, hospital or sports facility by public transport at all, with many other destinations being out of reach within 45 minutes. To ensure that everyone can affordably and reliably access the day-to-day opportunities

that enable a good life, it’s essential that we provide services closer to where people live and improve sustainable alternatives to the car, including more frequent bus and rail services and better walking, wheeling and cycling infrastructure which allow people to access local destinations. We need transport services that are tailored to the needs of our people, including operating into the evenings and at weekends when people want and need to travel for work, leisure and other activities.

Parts of the region, such as Selby, Filey, and Scarborough, are in the highest risk category for experiencing transport-related social exclusion meaning that they have very poor connectivity and very high vulnerability relative to other areas of England.

“Parents are taking their teenage children—not little children, 14, 15, 16-year-olds—in the car to school in Knaresborough because they are too scared to cross the main road to get to the train station.”

— Community Group attendee

We will improve local service provision and transport connectivity across our region to ensure that more people can access key services by walking, wheeling, cycling and public transport.

As we look to deliver 60,000 homes in York and North Yorkshire over the next ten years to meet the Government’s housing growth targets, it is critical that future communities have access to sustainable transport options to access jobs, education and services. This will not only enable new residents to access the opportunities necessary to unlock our growth potential but also mitigate the potential negative impacts of growth in travel demand such as increased greenhouse gas emissions. By enabling growth to occur in the right locations and in the right way, we can meet our growth

targets while also mitigating the potential negative impacts of increased travel demand. This means putting new housing and jobs in locations which are already well served by sustainable transport, such as close to existing rail stations and bus services. York and North Yorkshire’s forthcoming Spatial Development Strategy will provide a generational opportunity to take a long-term, strategic approach to where new development is best located. This will include phasing major infrastructure projects in areas like housing, employment, transport and clean energy. This will help us maximise the benefits of

delivering these projects together, while also improving transport opportunities for existing residents and businesses. Some of the transport infrastructure we will require in the future may not exist yet, so we will embed a proactive and long-term approach to protect future opportunities for growth and connectivity while meeting the needs of communities in the present.

We will ensure that transport issues are considered at the earliest planning stage for new housing and commercial developments, with a priority to ensure new developments are well connected and accessible for all and travelling sustainably is the natural first choice.

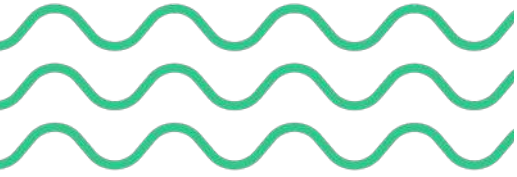
On a more local level, development sites should be planned so that people have good access to day-to-day services (ideally within walking, wheeling or cycling distance of where they live) and are well connected to wider opportunities by walking, wheeling, cycling and public transport, as well as by car where necessary and appropriate. These sustainable transport opportunities should be in place before residents move into new homes, allowing them to form

lasting sustainable travel habits from day one and supporting reduced car dependency. Where new developments are expected to generate significant numbers of new journeys, travel plans will be required alongside a vision-led transport statement or assessment setting out the impacts of proposals. We will set out our detailed approach to how transport and development will support each other sustainably in a Transport and Development Strategy to

be produced collaboratively with Combined Authority and local authority colleagues. We have also committed to undertaking a series of strategic corridor studies to understand the issues and opportunities surrounding transport and growth in some of our busiest transport corridors.



Fully integrated



Our ambition is for a carefully planned and co-ordinated transport network which offers seamless door-to-door journeys for everyone.

To provide our residents, businesses and visitors with real choice of sustainable modes, we need a much more integrated transport network. Currently, transport infrastructure, planning and delivery is fragmented across multiple agencies and operators.

The Combined Authority has a crucial role to play in bringing together the many different stakeholders involved in shaping our transport network to ensure that new services and infrastructure delivery is better integrated. This means:

- Prioritising new development in locations which are already well served by public transport and ensuring new housing

and employment sites are designed with good access to local services and sustainable transport options

- Providing fully joined up public transport networks, where bus and rail services are better co-ordinated
- Developing high-quality walking, wheeling and cycling networks to allow people to access the places they need to go (including walking, wheeling or cycling to their local bus stop or rail station)
- Providing a wider range of shared transport services—including demand-responsive transport (services that run when and where people book them),

shared cycle, e-cycle and e-scooter services, car clubs and mobility hubs—to complement core public transport services

- Designing our streets with the needs of people, no matter age, gender or mobility, no matter what their age or mobility level.

We also need to better integrate journey planning information and fares and ticketing to make it as easy as possible for people to plan and pay for their journeys, no matter how or where they're travelling. We are currently working towards integrating fares and ticketing across bus operators, but eventually, we would like to see ticket integration across all modes of transport.

Because we have such high numbers of visitors from outside the area, it's particularly important that our local transport network is easy to navigate, so journey planning and ticketing needs to be as simple as possible.

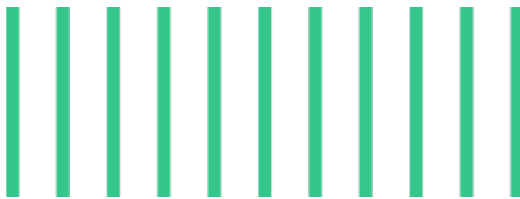
To deliver better integration of services and fares, we are considering options to reform our bus network. While our current Enhanced Partnership model is seeking to achieve a high-quality, coordinated and integrated bus network and simpler payment ticketing options, these objectives can be difficult to achieve in a deregulated environment. Bus reform could give us the greatest opportunity to create a more integrated network and create a simpler fares and ticketing system.

We will work with bus and rail operators within York and North Yorkshire to implement an integrated multi-operator ticketing system.

We will integrate public transport timetables and ticketing to provide a genuinely useful alternative to the car for rural residents.

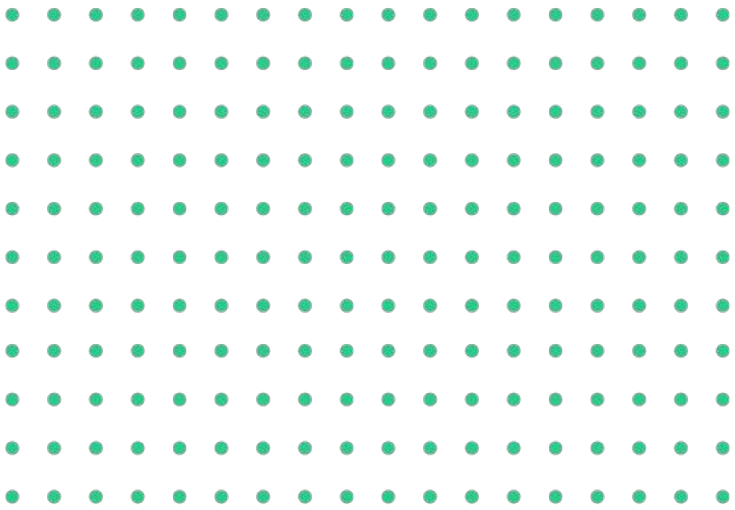


Supports active and healthy lives



Our ambition is to shape a transport network that supports wellbeing by enabling our people to be more physically active in their day-to-day lives and enjoy our exceptional natural environment.

We must also plan our roads in a well-integrated way, considering people’s end-to-end journeys, which might involve travelling on local streets and rural lanes managed by the local authority through to trunk roads and motorways managed by National Highways. Integration of planning and operations on our road network needs to consider appropriate diversionary routes when there is disruption on major roads, consistent maintenance schedules, effective management of roadworks and better information for road users so they can plan their journeys effectively.



York and North Yorkshire is well positioned to support active and healthy lives through our investment in better transport. The relatively small size of many of our towns and cities makes them ideal places to walk, wheel and cycle for many everyday journeys. Our beautiful rural and coastal landscapes also provide fantastic opportunities for people to be more active and spend time in nature, with the right investment in walking, wheeling and cycling infrastructure. This is reflected in census data, with 82% of residents reporting ‘very good’ or ‘good’ health (2021), broadly

in line with the national average. However, this varies across the region, from 86% in Harrogate to 80% in Scarborough, highlighting inequalities. We want this vision for all our people: from young children travelling to school, to our older residents travelling to health appointments and social opportunities, and to give people alternative ways to travel to work and for leisure. There are also inequalities in physical activity. Over three-quarters of adults in York meet the recommended 150 minutes of activity per week, compared to around two-thirds in North Yorkshire.

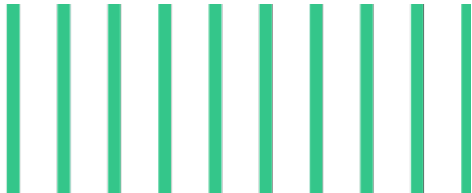
Inactivity is also higher in North Yorkshire (24%) than York (13%). Inactivity increases the risk of long-term conditions such as heart disease, diabetes and some types of cancer, as well as poorer mental health. We already have Local Cycling and Walking Infrastructure Plans (LCWIPs) developed for many of our towns, cities and national parks, but we have more work to do to ensure that a comprehensive network of fully accessible walking, wheeling and cycling routes is being planned and delivered.

“I live in a village and to get to the train station, you’ve got to walk down through an estate to avoid a really busy road, and then you have to cross the A59 and there’s no crossing point. So, you’ve got to get across the 60-mile-an-hour road. It’s not too bad in the daylight, but at night it’s also not lit. And when you’re coming back after dark, that’s quite scary.”

—Community Group attendee

“We walked from Selby to Thorpe Willoughby and back into Selby, and what I found was that there was a lot of... paths that stopped on one side and then you were expected to go on the other side and it’s a 60-mile-an-hour road, which didn’t make a lot of sense...”

— Community Group attendee



We will be preparing a more detailed Walking, Wheeling and Cycling Strategy for the whole region, building on and integrating the excellent planning work that has already been done by City of York Council and North Yorkshire Council. This will set out a comprehensive plan for how we want to improve our walking, wheeling and cycling infrastructure for the benefit of our local communities and visitors to the region, as well as how we will work with different groups to help build their confidence to walk, wheel and cycle more regularly. This will include plans for:

- Enabling more children and young people to walk, wheel or cycle to school (for example, through school travel plans and school streets) to improve children’s health and independence, as well as tackling congestion

around schools

- Working with communities with poor health outcomes, including older people and those with disabilities, to build more physical activity into their daily lives
- Engaging with major employers and visitor destinations to encourage more employees and visitors to travel actively.

We will prioritise investment in walking, wheeling and cycling networks to key trip attractors to ensure that travelling by active modes is a genuine option for more people.

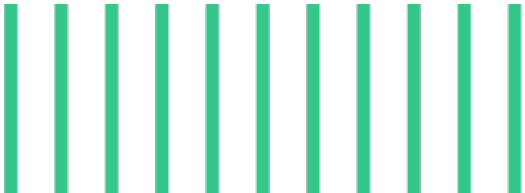
We will also set out specific plans for improving walking, wheeling and cycling in local neighbourhoods and in our towns and cities to help tackle congestion, create cleaner, greener streets and encourage more footfall in our local centres and high streets. This includes adopting a Healthy Streets approach to creating outdoor spaces.

As well as providing high-quality, segregated and fully accessible walking, wheeling and cycling infrastructure, this may require measures to reduce the volume or speed of traffic on certain streets to make them more conducive to walking, wheeling or cycling.

We will prioritise space for people in residential areas to enable more people to live healthy and active lives in their communities.

We also want to ensure that more people have access to the outdoors and can enjoy what our region has to offer.

We will improve access to green and blue spaces by walking, wheeling, cycling and public transport, both in local communities and in our national parks and landscapes, improving health and wellbeing through access to nature.



Accessible, inclusive and safe for all

Our ambition is for a transport network that everyone can afford to use, is accessible and comfortable, and is safe for everyone, no matter their age, gender, race, level of mobility or the time of day.

Ensuring that our transport networks meet the needs of all our people is a high priority. Transport-related social exclusion is a significant issue in York and North Yorkshire and it is crucial not only to make sure that transport services are available, but that they are also accessible and affordable for everyone.

Disabled people can face barriers in accessing opportunities, particularly if they are reliant on public transport, and we will work with organisations representing disabled people to ensure that all improvements to our transport networks are designed and built in a way that actively promote independent, safe and confident travel for everyone.

We will continue to improve the accessibility of walking, wheeling and cycling infrastructure for disabled people, including measures such as barrier removal and the retrofitting of tactile paving where necessary.

The Department for Transport is developing an Accessible Travel Charter, and we will tailor and adopt this to ensure it meets the specific local needs of the people of York and North Yorkshire through local engagement. We will also appoint a senior leader and Combined Authority lead member to promote inclusive design and provide challenge in accessibility.

We will adopt the social model of disability when drafting policies and proposals to ensure that barriers to accessibility are the responsibility of those designing transport services, vehicles and infrastructure. We will work with relevant representatives to shape that process and ensure it aligns with the aspirations of disabled communities in the region.

We will develop and agree an Accessible Travel Charter, in line with the Department for Transport’s forthcoming publication, to provide clarity and direction over how the transport system should function so that disabled people can travel with comfort and dignity.

“I could take my stepdaughter on the train with her adapted bike, but we got told that her bike’s too big for the train journey. So, we can’t take her bike as part of any active travel routes... and then we bump into issues with it not fitting through infrastructure or barriers and things like that.”

—Community Group attendee

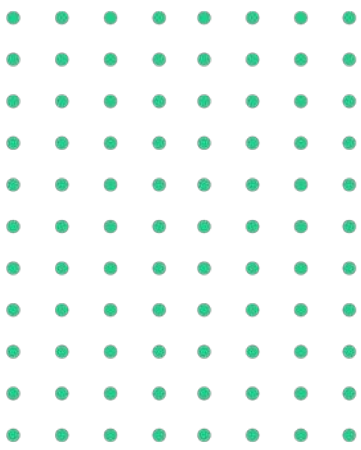
Accessibility improvements to our transport system benefit everyone, not just disabled people. For example, providing lift access in stations will help those with luggage or pushchairs who can’t easily use stairs. Tackling barriers to moving safely on footways—such as hostile railings and barriers, pavement signs outside shops, wheelie bins and other street clutter—and filling short gaps in the network will help everyone walk or wheel more safely and comfortably.

We will identify and remove the barriers to disabled people undertaking day-to-day journeys by walking, wheeling, cycling and public transport to make the network more accessible.

Widespread pavement parking also poses a daily challenge for people trying to get around, especially for people using wheelchairs or pushchairs, often forcing them to move into oncoming traffic or find a lengthy accessible diversion. The English Devolution and Community Empowerment Act 2026 grants powers to local transport authorities to crack down on illegal pavement parking, which we will use to improve the accessibility of our footways for all users and particularly for some of the most vulnerable members of our society.

We will use new powers to enforce restrictions on illegal pavement parking to make it easier for people, especially those using wheelchairs and pushchairs, to use our footways.

These issues cannot be solved overnight, but we are committed to working hard, in line with relevant legislation and best practice guidance and through engagement with disabled people, to ensure all new infrastructure and services are fully accessible and to prioritise the removal of existing barriers which make the biggest difference to disabled people living independent lives.



We understand that concerns for personal safety can be a barrier for people using more sustainable modes of transport. Personal safety can be a particular concern for women and girls who are at a heightened risk from violence. Recent YouGov polling indicates that almost nine in ten women (88%) report feeling unsafe walking alone after dark. We are committed to making sure that everyone feels safe by designing in measures that make public spaces feel safer. We will work with relevant groups to understand which measures will have a meaningful impact on actual and perceived safety. These could include improved lighting and activity on our

streets to provide natural surveillance, targeted use of CCTV and the provision of transport safety officers. We will also introduce improved reporting mechanisms for anti-social behaviour and violence on our transport networks to build a better understanding of the scale of the problem and to help with targeting specific hotspots. Women face other barriers when using our transport networks, partially because they are not always designed to suit their travel patterns. We must understand how the needs of different segments of society may differ, which means disaggregating transport data by gender wherever we are able to.

By better understanding our diverse travel needs and making transport safer and more secure, we can build travel confidence for all users of the network. Our success will be measured by increasing usage of and participation in walking, wheeling, cycling and public transport by women and girls as we strive towards having an equal gender split across all modes of transport.

We will embrace the Government’s new powers on tackling crime and anti-social behaviour to make our transport network safer for everyone, with a focus on improving safety while travelling for women and girls.

Alongside addressing personal safety, we will continue to work collaboratively with the York and North Yorkshire Road Safety Partnership to reduce the number of those killed or seriously injured on our roads and improve the safety of all road users. To do this, we will work with the police to identify collision hotspots and work with communities as part of the Community Speed Watch (CSW) initiative. We will also invest in measures such as static speed cameras to enforce speed limits. The number of collisions on our roads remains too high— injury and death should not be a necessary consequence of our ability to move around, and each fatal collision leaves

We will work with the York and North Yorkshire Road Safety Partnership to achieve Vision Zero of road deaths, reducing fatalities and serious injuries on our roads, as set out in our Police and Crime Plan and Fire and Rescue Plan.

a scar on families which echoes through generations. Rural roads are some of the most dangerous roads in the country, so we will work with councils and the York and North Yorkshire Road Safety Partnership to target improvements to our rural road network so that fewer people have their lives cut short or changed forever by road collisions. Our region has many scenic routes which attract road users of all kinds to explore, but motorcycle users are disproportionately more likely to be involved in a collision. Therefore, we will investigate how we can improve the safety of motorcyclists on our roads.

Measures to improve road safety will particularly benefit our most vulnerable groups, including those with protected characteristics. They will also benefit our children and young people who are at particular risk from road danger. Enabling more children to travel safely to school by sustainable transport modes will help to improve physical and mental health and encourage healthy travel behaviours into adulthood.



Reliable and resilient



Our ambition is for a transport network that is well maintained, well equipped to handle unexpected disruption, keeps people informed and can be relied on all year round.

The transport network in York and North Yorkshire needs to be dependable, both in terms of day-to-day disruption and responding to future challenges, such as the increased frequency and severity of extreme weather events. If people and businesses cannot rely on our transport network, then it will constrain their opportunities in daily life. This is particularly challenging to achieve in a more sparsely populated region like York and North Yorkshire as we have a less dense transport network and fewer alternative options when there is disruption on the network.

Journey time reliability is important for all journeys, but it is critical for timesensitive journeys, such as people going to work and appointments and urgent goods deliveries. Congestion is one of the main causes of unreliability on our road network and was perceived as York’s most serious problem in the council’s Big Transport Conversation consultation. In some places, congestion is a year-round issue and others it is notably worse during peak tourist seasons and when major events are on. This results in disrupted journeys for our residents and a poor experience for

our visitors. A key aspect of a more resilient network is providing better travel choices for everyone, and encouraging more drivers to use alternative modes of transport will help to reduce the number of vehicles on our roads.

We will work with major travel generators, such as large employers and key visitor destinations, to better manage travel demand and encourage more people to travel by sustainable modes or to car share, helping to tackle congestion on our roads.

Where necessary, we will also consider measures to manage travel demand, reducing congestion through behaviour change. We want more people to travel to, within and from our region by sustainable modes, but public transport often falls behind when it comes to reliability. Recent data for York station shows that train punctuality was only 66%, with 3% of services being cancelled. For buses, only 78% arrived on time in the year to March 2025. In York’s Big Transport Conversation, people shared how bus reliability was an issue affecting their lives and that they wanted to see

this improved, with 72% of respondents agreeing with the introduction of dedicated priority routes for buses and sustainable transport. We need to give people confidence that their bus or train will turn up on time, and, when this is not the case, give them the realtime information that enables them to make alternative arrangements.

We will work with operators and local highway authorities to develop a customer charter to set out the standards of service which rail, bus and road users should expect.

“If I know that the bus service is going to be reliable, I might actually be prepared to go out there and wait when I know the bus is expected.”
—Community Group attendee





Our transport network will never run fully as planned, and incidents such as collisions and burst pipes will unfortunately result in closures or cancellations at times. However, we can control how we respond. When parts of our road network are closed, we need to ensure that diversion routes are suitable and clearly advertised so people can continue their journey with the least amount of disruption. When improvement works are planned, we will work with local highway authorities and utility companies to minimise disruption.

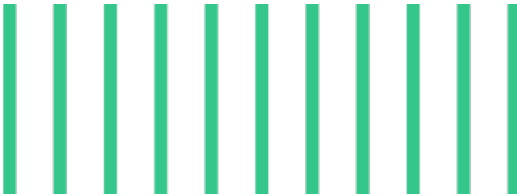
In recent years, our region has experienced more frequent and disruptive climaterelated events, including flooding and coastal erosion. In some cases, these have resulted in very long diversions, closed bridges and

landslips. The ongoing climate crisis means that our transport network is going to become more vulnerable to extreme weather events. We need to invest in our network to ensure that we can keep people and goods moving, now and into the future. This can be achieved through targeted maintenance and renewal of our assets to make them more resilient to the effects of climate change.

We will work with partners to identify transport infrastructure assets which are vulnerable to the effects of climate change and potential adaptation measures to improve the climate resilience of the network, seeking to incorporate nature-based solutions such as sustainable drainage systems.

We also need to make the most of the infrastructure that we have. This could mean using targeted measures such as signal upgrades to improve the movement of people or priority routes for certain modes of transport. We will work with our partners to ensure that we get the best from our networks, by using technology and data to focus on the areas where intervention is needed.

Clean and green



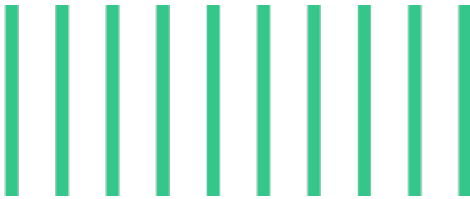
Our ambition is for a low-emission transport network that supports our commitment to achieving carbon negative status by 2040 and promotes greater biodiversity where possible.

The climate is changing due to human activity. In 2019, City of York Council declared a climate emergency in recognition of the threat of climate change at a global and local level. North Yorkshire Council have developed a climate change strategy setting out how it seeks to respond to the climate emergency. Our draft Strategy for a Sustainable Future (2026) sets out our ambition to tackle climate change, striving to achieve healthy and thriving communities and economic transformation.

We have an ambitious plan for York and North Yorkshire to be England’s first carbon-negative region by 2040. Transport has a key role to play in achieving this target as the largest contributor to our carbon emissions in the region.

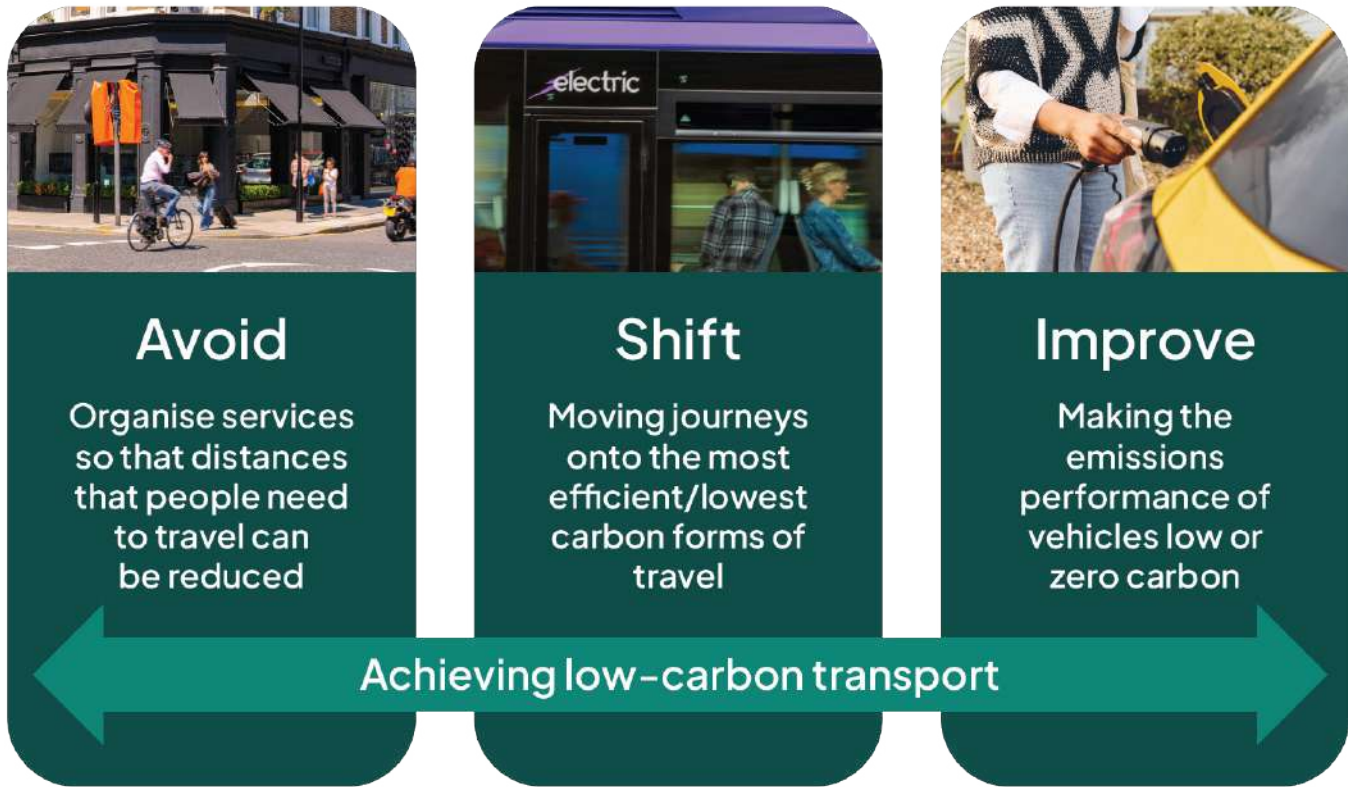
Air Quality Management Areas (AQMAs) have been designated in both council areas because of national targets for pollutants such as nitrogen dioxide and particulate matter not being met. Poor air quality is a risk for all-cause mortality as well as specific diseases, with particulate air pollution alone thought to contribute to around 4% of deaths in York and North Yorkshire, and children, older people and pregnant women at greater risk. Air pollution also has adverse effects on nature and the climate. York has made significant progress on improving poor air quality in recent years, and we will look to replicate this success in all our urban areas through exploring ways of reducing the emission of harmful pollutants in urban areas.

We will work with partners to build on existing success to reduce air pollution in all our urban areas through developing targeted interventions.



In addition to minimising the carbon emitted when new transport infrastructure is built through adopting carbon management standards, our approach to reducing the negative environmental effects of car-based transport will be based on the Avoid–Shift–Improve model.

The Avoid – Shift – Improve model



In addition to reducing the need to travel and enabling more people to travel by sustainable modes of transport, we need to accelerate the transition and take-up of low-carbon transport. Shifting to low-emission vehicles will be especially important for the freight and logistics industry, which can’t easily use more sustainable modes of transport.

In York and Harrogate, a significant proportion of the bus fleet is now electric—supported in part by the government’s Zero Emission Bus Regional Areas (ZEBRA) funding—but more needs to be done to transition the remainder of our fleet.

We will work with bus operators across the region to decarbonise 95% of York and North Yorkshire’s local bus fleet by 2038, building on existing progress in York and Harrogate.

Due to the rural nature of our region, cars and vans have an important role to play in keeping our people and businesses connected. However, we want more of these vehicles to be electric rather than petrol or diesel to reduce the negative impacts on carbon emissions and air quality. At lower speeds, electric vehicles are also quieter, helping to reduce the noise impact of traffic in residential areas.

A key barrier to the uptake of electric vehicles in our region is the availability of charging infrastructure. In our rural areas, the availability of publicly available charge points is often limited, resulting in range anxiety and making using an electric vehicle less attractive. In our space-constrained towns and cities, the lack of driveways means that many people cannot have private charge points installed, making using an electric vehicle more costly. If we want to accelerate the transition towards electric vehicles (including taxis, private hire vehicles and vans), we need to provide more public electric vehicle charging infrastructure in appropriate locations, while ensuring that these do not create additional accessibility barriers on footways.

There may be opportunities in the future to integrate transport improvements such as electric vehicle charging infrastructure with clean energy solutions. This could include using transport assets such as car parks and station roofs to generate clean solar power and investing in local renewable energy generation to localise energy consumption, reducing the strain on the electricity grid and the need for additional transmission infrastructure. Taking this joined-up approach could also have added benefits of reducing energy costs, providing greater shade in hot weather and improving the energy efficiency of ageing buildings.

We will work with suppliers to accelerate the deployment of public electric vehicle charging infrastructure (EVCI) in residential areas, local centres and key visitor and employment destinations, enabling and encouraging the shift away from petrol and diesel vehicles towards electric vehicles.

“So I can’t have an electric car until I can put an EV point in, and I can’t because I’m in a block of flats.”

—Community Group attendee

While the increased uptake of electric vehicles will reduce some air pollutants, it will not address particulate matter, which comes from tyre and brake wear, or road abrasion. As electric vehicles are often heavier than their petrol or diesel equivalents, their increased wear on tyres means particulate matter generation is often higher. Electric vehicles are also usually cheaper to run (particularly when petrol and diesel prices are high), which can encourage people to drive more, exacerbating traffic congestion on our roads. To mitigate these effects, we need to continue to improve sustainable travel choices for everyone and discourage unnecessary car travel into our busy towns and city centres.

Our Local Nature Recovery Strategy (2026) sets out our ambition to enhance, expand, restore and connect habitats across York and North Yorkshire, creating a region where nature thrives. Transport schemes need to better appreciate the environment in which they are being delivered and ensure that they are enhancing, not diminishing, local environments.

We want improvements to our transport network to support efforts to improve our natural environment. We will seek to deliver more green spaces in our urban areas and invest in greener streets through tree planting, landscaping, and sustainable urban drainage systems, including through

initiatives such as the White Rose Forest and its Green Streets programme. As well as creating healthier and more attractive local neighbourhoods, this will help filter pollutants out of our air and reduce the urban heat island effect, increasing our resilience against climate change.

We will identify opportunities to introduce green infrastructure in major street renewal projects to support biodiversity, air quality, health and climate resilience.

We will ensure that transport investment supports the North Yorkshire and York Local Nature Recovery Strategy and biodiversity net gain throughout the design, delivery and maintenance of transport assets.





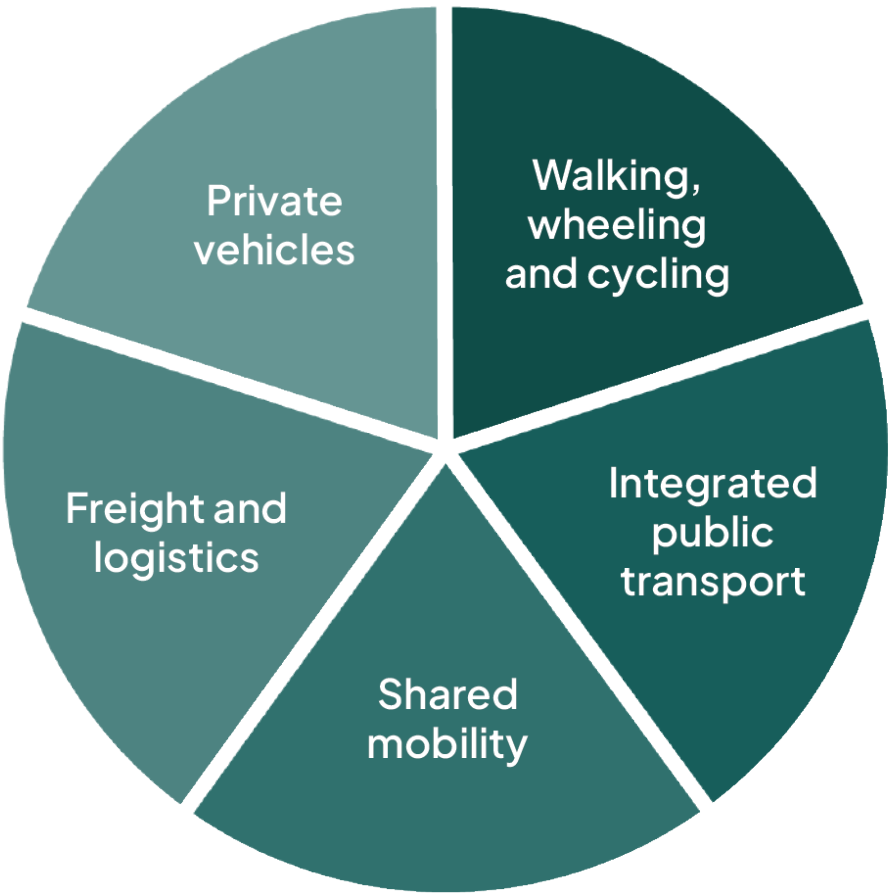
Integrated modes



Our transport network consists of a series of different transport modes which move people and goods across the region and the wider country. Our modes will be key to achieving our network principles as the backbone of our network, serving a range of different journey types (such as commuting and leisure) and places (such as urban, rural and coastal areas).

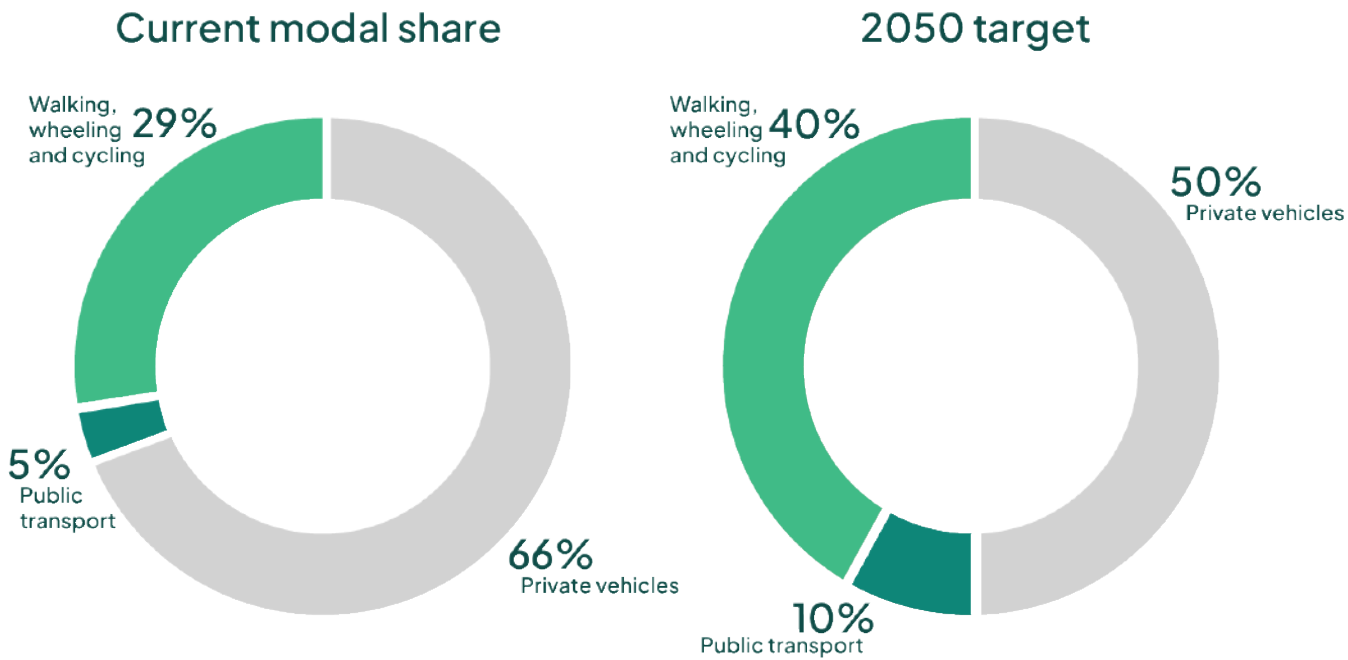
We will not plan and deliver each mode in isolation, but rather they will be designed in an integrated way to meet the needs of different places and journeys (see the “fully integrated” network principle section above for more detail). For the purpose of this MLTP we have grouped our transport modes into five categories as illustrated below.

Transport modes



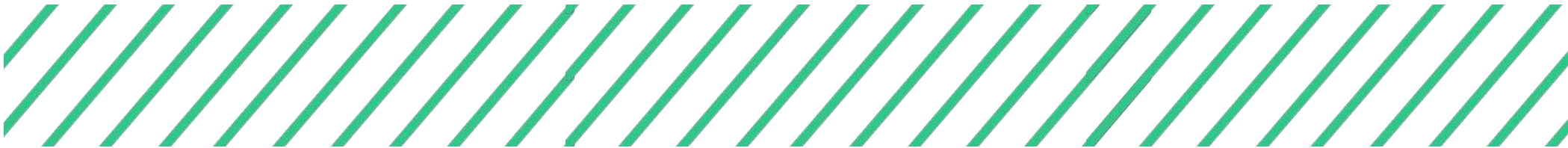
Each of these modes has its own strengths depending on where and how people want to move around. We will play to these strengths to allow people to travel in a way that works for them and their journey. But there are also negative effects of using some modes of transport too much for some types of journey, such as higher carbon emissions, congestion and reliability, poor public health, road safety risks, pressure on resources and constraints on being able to shape healthy public spaces for people to spend time in. To help address these challenges and more, we have set some ambitious targets to enable and encourage more people to travel around more sustainably by 2050. These will guide how we design and prioritise future transport schemes and we will monitor our progress against achieving them. The result will look different in different types of place, acknowledging that the car will continue to play an important role for many people to move around particularly in our more rural areas. But where we can identify an opportunity to enable and encourage more sustainable ways of travelling, we should and we will.

We will enable and encourage modal shift to more sustainable modes so that by 2050, 40% of all trips in York and North Yorkshire are made by walking, wheeling and cycling and 10% of all trips are made using public transport.



We will produce a series of more detailed strategies outlining how we intend to deliver on our ambitions for each mode, but an overview of the key ambitions is provided below.

Walking, wheeling and cycling



Our ambition is for walking, wheeling and cycling to be an easy, safe and attractive way for people in York and North Yorkshire to undertake everyday short journeys. To support our headline modal share targets outlined above, we want to see 65% of all journeys under 3 miles made by walking, wheeling or cycling across the region.

Walking, wheeling (including wheelchairs and mobility scooters) and cycling (including pedal-powered and electrically assisted pedal cycles) are the cheapest and most reliable forms of transport, as well as being excellent for physical and mental health and the environment. We need to expand and better connect our walking, wheeling and cycling networks, ensuring that travelling actively is a realistic option for more people and more journey purposes. To achieve this, we need to establish a connected high-quality network of routes and enable journeys made by active modes to be as frictionless as possible, allowing walking, wheeling and cycling to become the default choice for all short journeys in York and North Yorkshire.

We will prioritise walking, wheeling and cycling infrastructure to embed these modes as the primary choice for short trips.

In our urban areas, we need to fill short gaps in local walking, wheeling and cycling networks to enable people to undertake day-to-day activities more easily by active modes. We also need to ensure that our walking, wheeling and cycling routes cater for journeys between peripheral areas (orbital journeys) as well as journeys into town and city centres (radial journeys).

We need to provide adequate walking, wheeling and cycling routes to bus stops and railway stations to ensure that more people can access our public transport network sustainably. To achieve this, we will establish a programme of local access measures that enable more first and last mile journeys to be undertaken by walking, wheeling or cycling.

This will include the installation of side road zebra crossings to reinforce priority for those walking and wheeling where appropriate in line with the Government’s plans for their introduction.

We will identify and fill local gaps in walking, wheeling and cycling networks to enable people to undertake day-to-day activities more easily without the need for a car.

Importantly, we need to improve the visibility, legibility and wayfinding for walking, wheeling and cycling within towns and cities through measures such as strategic signage and environmental design. This will enable more people, especially visitors new to the area, to move around more easily.

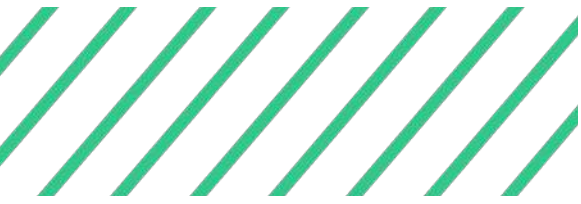
In our rural areas, we need to work with local communities to identify measures that will make the biggest difference to enabling more people to walk, wheel and cycle. This could include small-scale interventions, such as new crossing points or footway upgrades, or the implementation of larger-scale schemes, such as Quiet Lanes. As well as enabling people to make everyday journeys more sustainably, we

will also consider how network improvements can provide more opportunities for walking, wheeling, cycling and horse-riding for leisure, supporting our thriving rural tourist economy.

We will ensure that we protect and enhance our extensive network of public rights of way (including footpaths and bridleways) to allow people to access our incredible countryside as freely as possible.

We will adopt best practice inclusive design standards for our pavements and cycleways to enable everyone to be able to walk, wheel and cycle more safely.

We want all ages and abilities to be able to walk and wheel more freely, for any of their daily travel needs. But we understand that safety is a real concern, especially for disabled people, and particularly those who are visually impaired. We will invest more in infrastructure that makes our people feel safer when undertaking more active journeys.



Across York and North Yorkshire, Local Cycling and Walking Infrastructure Plans (LCWIPs) have been developed for the following localities:

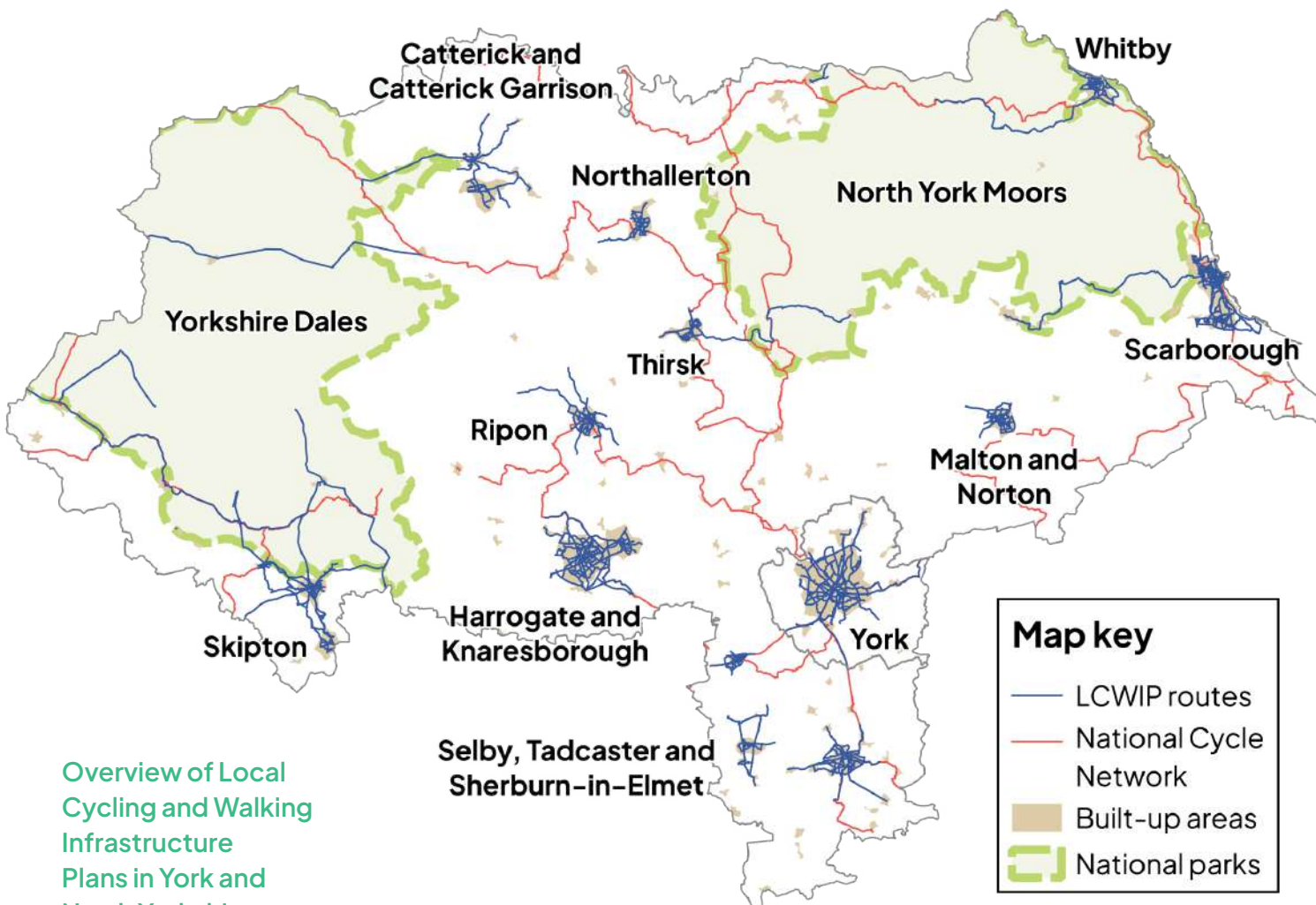
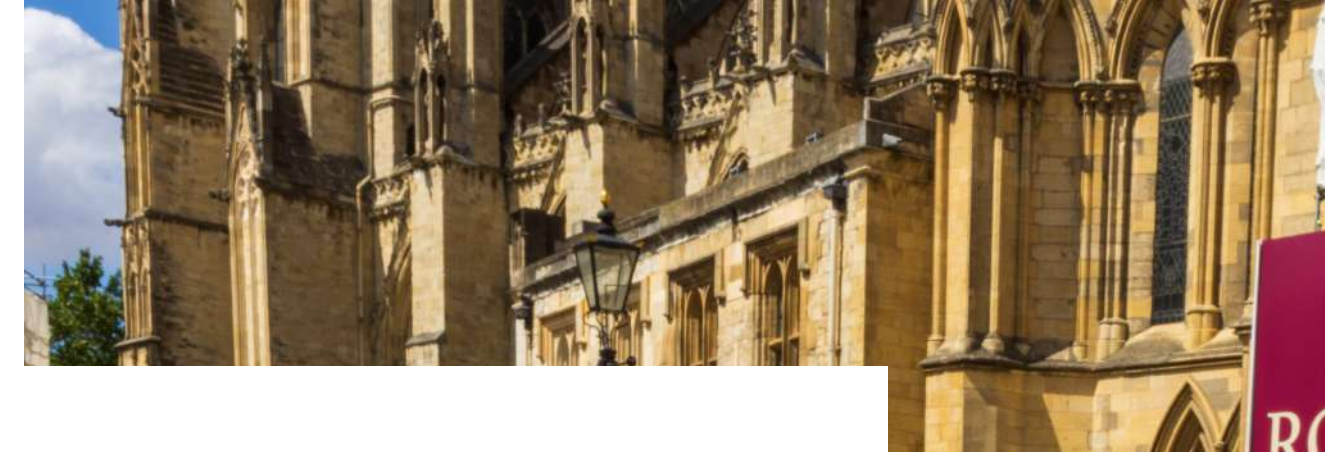
- Catterick and Catterick Garrison
- Harrogate and Knaresborough
- Malton and Norton
- Northallerton
- Ripon
- Scarborough
- Selby, Tadcaster and Sherburn-in-Elmet
- Skipton
- Thirsk
- York
- Whitby
- North York Moors National Park
- Yorkshire Dales National Park

These LCWIPs set out the long-term approach to identifying walking, wheeling and cycling improvements at a local level including network plans and prioritised programmes of investment.

We are also committed to producing a Walking, Wheeling and Cycling Strategy for York and North Yorkshire which will set out our approach to

improving people's ability to travel actively across the whole region. This strategy will include a Strategic Cycle Network for York and North Yorkshire, building on the National Cycle Network where appropriate to connect existing LCWIP routes between settlements.

We will prioritise investment in accessible core networks for walking, wheeling and cycling in our region, drawing on previously developed LCWIP networks, ensuring that routes are accessible, safe, continuous, convenient and part of a coherent network.





Integrated public transport

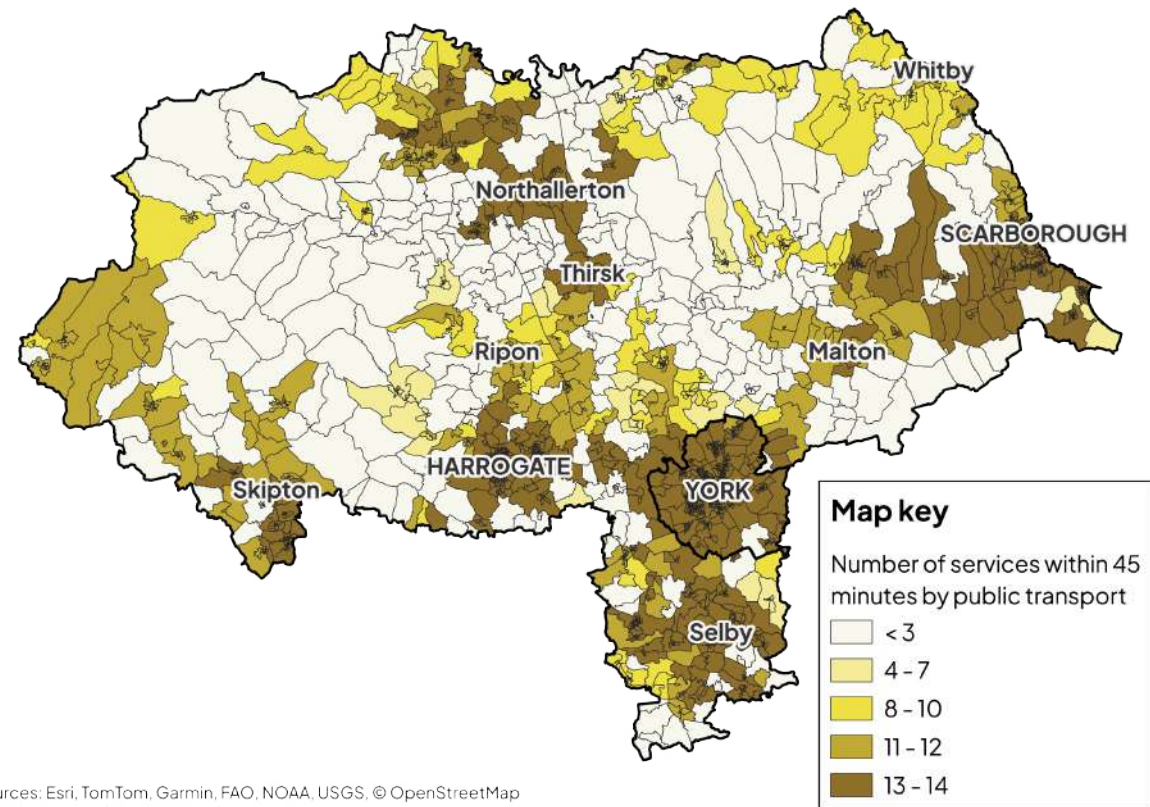
Our ambition is for a fully integrated public transport network that provides reliable, accessible and safe connections to the places people need to go to live good lives.

Rail and bus are at the heart of the public transport network in York and North Yorkshire, proving vital connectivity for many of our residents, especially those who do not have access to a private vehicle and are unable to use more active modes of transport.

However, our public transport network often does not provide a coherent, joined-up offer that allows users to easily and affordably switch from one service or mode to another. For example, Thirsk station provides the closest access onto the East Coast Main Line for residents in Ripon, but despite there being a direct bus route, there are only four return trips a day, which are not timed to make interchange between bus and rail as easy as it could be. This limits its usage and can result in people being overly dependent on cars.

The figure below shows the number of key services which are accessible within a 45-minute public transport journey from different parts of the region. The map shows that while most of our urban areas can access a good range of services within this timeframe, many of our rural areas can access less than three.

Number of types of service accessible by public transport within 45 minutes



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

- We want to deliver a more joined-up and seamless transport network that has greater reach into our urban, rural and coastal areas. This includes:
- More services to the places people need to go, such as hospitals, schools and jobs
 - Joined up services, fares and ticketing to make moving between services and modes simpler
 - Better waiting and interchange facilities at stations and stops, and improved priority for buses on our roads so that services are reliable and don't get stuck in traffic
 - Better connected by safer walking, wheeling and cycling routes
 - Park and ride provision for our most congested towns and cities and other major travel attractions

- Excellent customer service and information to make travelling by public transport pleasant and stress-free.
- By following these principles, we can create not just a series of individual public transport routes operating in isolation, but a genuinely integrated network which allows people flexibility and freedom to travel wherever they need in the region.

We will be guided by emerging thinking on the 'Mini Switzerland' pilot study taking place in the Peak District, drawing on the principles of Swiss timetable and ticketing integration across multiple routes and modes to offer a coherent network. We will explore how we can use these principles to build a network that penetrates deep into rural areas, is easy to navigate and provides convenient and competitive travel opportunities.

Avanti West Coast recently introduced a 'virtual railway station' at Keswick in the Lake District. By making this change, passengers can now purchase a single, fully integrated ticket covering both train and bus travel. The scheme has resulted in record levels of public transport growth in the Lake District. We will work with our two national parks and operators to understand whether a similar scheme could work in our area.



A more integrated public transport network will enable more people to access services and opportunities, provide environmental benefits through fewer car journeys, and support our tourism offer by making it easier for people to travel around the region. As part of our Bus Service Improvement Plan, we are seeking to specify minimum service levels for different types of bus route.

We will expand and better integrate our core public transport network so that people are able to travel more easily and conveniently to key destinations.

We will review and, where appropriate, enhance park and ride provision in our larger towns and cities and at major travel attractions to enable drivers to switch to public transport for the last part of their journey.





Buses

Buses are the backbone of our public transport network and we need them to serve the needs of communities and visitors, allowing people to access essential services and opportunities. We also need them to better integrate with other transport modes, such as walking, wheeling, cycling and rail, to provide seamless end-to-end journeys.

We will establish a framework of minimum levels of bus service for settlements of different sizes across York and North Yorkshire, so that more residents are able to access local opportunities without the need to depend on a car.

We will adopt newly devolved powers to deliver a more integrated, accessible and reliable bus network across our region, and consider how different ownership and operating models, including enhanced partnership and franchising, can meet the specific needs of our communities.

Buses are currently operated by multiple different bus operators, and we have already established Enhanced Partnerships in York and North Yorkshire to drive up standards and improve the customer experience. We will continue to work closely with our operators to ensure that both commercial and supported services are delivering what people in the region need. The Bus Services Act 2025 offers further powers for bus reform, including bus franchising and enhanced partnerships, which allow mayoral combined authorities to play a more proactive role in shaping future service provision, fares and ticketing.

We will use these powers to help us achieve the wider ambitions of our Mayor's Local Transport Plan. We will also work with City of York Council and North Yorkshire Council, who retain the responsibility for home to school bus travel, to develop strategies around sustainable modes of travel to school.

York and North Yorkshire is one of the first places in England chosen to be part of the Department for Transport's programme of rural franchising pilot studies. These will help shape the national conversation around improving rural bus services and play an important role in exploring whether a bus franchising scheme might be right for the region.

As well as reviewing how services are planned and operated in the region, it is crucial that we invest in the right bus infrastructure to provide an excellent customer experience. This includes high-quality and accessible bus stop provision, real-time information where appropriate, and bus priority on congested routes and at key junctions to enable faster and more reliable bus services. These improvements can help buses offer an attractive alternative to car travel. Our new Bus Service Improvement Plan will set out our approach to improving the overall bus offer in the region, including our approach

to infrastructure, ticketing, and customer service.

We will also explore opportunities to provide demand-responsive transport where there is a connectivity gap that would not have sufficient demand to support a fixed public transport route, and where this offers good value for money.

As our bigger towns and cities continue to grow in line with our ambitious housing targets, there will be an increasingly significant need to enable our public transport network to carry higher volumes of people quickly and reliably around our urban areas.

Without planning for this uplift in future capacity, existing issues such as congestion are likely to deteriorate further, leading to a range of other detrimental effects. We will begin work to understand how best to provide additional public transport capacity which will meet the needs of our urban areas, starting with York, long into the future. This will include options for mass transit.

We will explore the value and feasibility of developing a mass transit system for York to complement the existing core bus network while remaining sensitive to the city's historic environment.

The former North Yorkshire County Council previously trialled YorBus, a demand-responsive transport service which connected Ripon, Masham, Bedale and nearby villages. It operated via a smartphone app allowing users to book on-demand, flexible rides without a fixed timetable. While the service was popular with users, the subsidy cost per journey was high. The trial closed in June 2023 when the funding ended, but lessons have been captured to shape future public transport provision.



Rail

York and North Yorkshire is well served by rail, with national and regional services calling at 48 passenger railway stations. York station acts as a major national rail hub and a principal stop on the East Coast Main Line operating between London and Edinburgh. It also lies at the eastern end of the Transpennine route between York, Leeds, Manchester and Liverpool, and has direct connectivity to Sheffield, the Midlands and south-west England via the Cross-Country route.

However, while rail in our region is essential to connecting people to opportunities in our towns and cities and other parts of the UK, rail services do not always meet the current needs

of our communities in terms of their capacity, frequency, reliability or hours of operation. Rail services are also critical in bringing visitors into our region but don't always effectively serve the places they want to go, particularly at the weekends and in the evenings.

We need to work with Great British Railways to improve the role our rail network plays in creating an integrated transport system.

York is not only a major rail hub but also a centre for rail innovation, building on its historic role in the rail network in Great Britain.

At the University of York, researchers are working with industry partners to develop advanced rail technologies, including AI-powered maintenance, digital communications and intelligent safety systems. This work is helping to improve the efficiency, reliability and resilience of the rail network across the UK and beyond.

The case for investment in the wider rail network in Yorkshire was set out by Lord Blunkett in Yorkshire's Plan for Rail, as agreed between the three mayors of York and North Yorkshire, West Yorkshire and South Yorkshire. This highlighted the importance of rail to achieving good growth and promoting Yorkshire as a place to do business and attract investment and visitors. It also made the case for the importance of aligning strategic investments in Northern Powerhouse Rail and the East Coast Main Line with capacity enhancements at major stations, as well as integrating rail services more effectively with local buses.

We will work collaboratively with Great British Railways and other rail industry partners to underscore the importance of local and regional rail connectivity, enhancing connections between our primary towns and cities and to our major visitor attractions.

If we want our rail network to do more, we need to understand its current offer and shortcomings. We are therefore committed to undertaking an audit of existing services to identify where improvements can be made.

We will produce a Rail Strategy for York and North Yorkshire which will set out our short, medium and long-term aspirations for rail in our region in alignment with the wider ambitions of this Mayor's Local Transport Plan, and the steps we need to take to achieve them. This will also recognise unique role York plays as a hub for the rail industry supply chain, understanding how supporting our rail network can also have more far-reaching benefits for jobs and livelihoods in the wider region.

We will work in partnership with Great British Railways to provide a rail network that supports our ambitions for economic, housing and employment growth in the region.

York Central is one of the UK's largest city centre regeneration sites, located alongside York railway station. The development will deliver new homes, employment space and public amenities around a major transport hub, making it easy for people to access jobs and services by rail, bus, walking, wheeling and cycling. By concentrating development in a highly connected location, it reduces the need to travel by car and supports more sustainable travel patterns.

Shared mobility

Our ambition is to create a shared mobility network that provides a convenient, accessible and reliable form of transport for a range of journey types.

Many people in the region lack access to cars or cycles, and convenient connections to bus or rail services are often unavailable for the first or last parts of their journeys. This is particularly true in rural areas or for visitors arriving by public transport. With an increasing number of shared transport options now available, these solutions can help bridge gaps in the network and enhance people’s access to opportunities. As a result, we aim to introduce or improve various shared transport services in both urban and rural areas, ensuring our communities are better served and journeys are more sustainable.

Shared mobility options include:

- **Taxis and private hire vehicles:** Taxis and private hire vehicles are our most common form of shared mobility and can provide coverage for locations and times that public transport network does not operate. However, we know that in some parts of the region, not enough taxis and private hire vehicles are accessible for people using wheelchairs. We will work with taxi and private hire providers to encourage greater provision of wheelchair-accessible taxis and private hire vehicles in the region.
- **Car clubs:** Many of our residents may require a car from time to time, but do not necessarily want the expense or inconvenience that comes with car ownership. Car clubs can therefore provide a great alternative to ownership by allowing people to access vehicles on a pay-as-you-go basis. We will work with the private sector to explore the viability of having car clubs in more places across our region.
- **Car sharing:** Formal and informal car sharing systems can be a simple way of improving people’s access to work and other opportunities and reducing the number of cars on our roads. Major employers are particularly well placed to encourage car sharing as a way of getting their staff to work, particularly for those travelling from areas which are less well served by public transport or to meet out-of-hours shift patterns. This also helps people save money on fuel and improves social connections.
- **Micromobility:** Cycle, e-cycle, scooter, and e-scooter hire schemes are a great way of expanding walking, wheeling and cycling options to more people, especially those who do not have space to store a cycle or scooter at home or for those visiting the region. We will explore

how we can expand the micromobility offer across the region, focusing on areas where schemes can fill gaps in the network, provide an attractive visitor offer or support access to the public transport network.

- **Mobility hubs:** Mobility hubs provide a range of sustainable transport options in one place, enabling people to choose the option that best suits their needs and to allow more integrated end-to-end journeys. We will explore opportunities to provide mobility hubs, of varying scales, across the region as part of our wider integrated transport system.
- **Community transport:** Community transport operators across the region provide lifeline services for our residents, enabling them to access medical and personal business appointments, and social opportunities. They also provide social value by fostering community

relationships. However, due to changes in policy for home-to-healthcare provision, the sector is now under extreme operational and financial pressure and has expressed the need to explore how to continue to deliver its vital services sustainably. We will work with local communities to consider how best we can develop and support community transport and explore the options for new modes.

We will reintroduce a shared mobility scheme for e-cycles and e-scooters to York, as well as considering the rollout of similar schemes in other larger towns such as Harrogate and Scarborough.

We will work with community transport operators to understand the challenges faced by the sector and how best the Combined Authority may be able to support it to enable those with poor access to public transport to access key destinations.

Where possible, we will seek to integrate shared mobility solutions with our existing public transport network—such as locating mobility hubs at railway stations—to support end-to-end journeys. This will include ticketing solutions to make it easier for people to plan, book and pay for integrated journeys.

We recognise that the shared mobility market is experiencing rapid transformation and that some solutions that we may depend on in the future have not yet been invented. We commit to exploring and, where viable and appropriate, embracing new technologies that support a more integrated, accessible and sustainable transport network.



Freight and logistics

Our ambition is to enable the efficient and reliable movement of goods across our region, while minimising impacts on local communities and the environment.

Every day, our road and rail network is used to transport goods to, from and within our region. Many of our businesses rely on the efficient movement of goods to customers, while many of our residents rely on home delivery services. However, we know that the movement of goods through our network is not always efficient, and more needs to be done to match the right movement with the right mode so that the sector can continue to support our vibrant economy.

The Government has an ambition to increase the proportion of freight moved by rail nationwide by 75%. Meanwhile, there are ambitions and opportunities locally to make sure that shorter freight journeys are being made more efficiently and sustainably.

We will work with the private sector to ensure that goods moving through our network are doing so in the most sustainable way.

The rise in e-commerce in the last decade has already had an impact on our local communities. The rapid increase in delivery vehicles has raised concerns around anti-social parking, especially in our urban areas. We need to explore more sustainable solutions that enable goods to be delivered without impacting our residential streets. This could include parcel consolidation centres, last mile delivery management and the increased use of cargo cycles. This will be especially important in new developments where we can design sustainable solutions in from the start.

Growth in the sector also has an environmental impact, especially on noise and air quality. We need to speed up our transition to using more sustainable modes of transport to deliver goods into, out of and through our region. This includes greater use of clean modes such as cargo cycles and electric vans, as well as exploring the merits of new technologies.

We will explore better ways to manage delivery vehicles and servicing in our towns, cities and local neighbourhoods to mitigate the effects on local communities.



As the freight and logistics sector is expected to grow, we will need to work with partners to ensure that the benefits of growth can be realised without the negative impacts on people and the environment.

As part of our commitment to a sustainable and efficient freight and logistics network, we will develop a Freight and Logistics Strategy which will detail how we will work with business and the Government to achieve our ambitions.

We will work in partnership with the freight industry and businesses to better understand current and future demand and explore strategic, low-carbon solutions.

Private vehicles

Our ambition is to ensure that journeys that need to be undertaken by private vehicle are as reliable as possible, while minimising negative impacts on our people and places.

Private vehicles, including cars, vans, and motorcycles, are a fundamental part of our transport network. They are often the only option for many of our remote communities or disabled people to access everyday services. However, private vehicles also have a wide range of negative impacts on our places. These include congestion, speeding, noise and air pollution, people killed and seriously injured, and the large amount of space taken up by car parking in our local areas. Car use dominates travel patterns across longer distances in York and North Yorkshire, with private vehicles accounting for over 90% of trips above 5 miles.

As the region grows, we need to ensure that population growth is not accompanied by significant traffic growth which will exacerbate the negative impacts of traffic on everyone’s lives. Unconstrained car growth will not make efficient use of our limited road capacity, so we need to design our places around the needs of people, not traffic, and we need to think about where and how we invite private vehicles into our local neighbourhoods, towns and cities.

We will ensure that those who have no alternative can access key opportunities using private vehicles, while managing the negative impact of cars. We will do this by:

- Working with partners to plan new developments that minimise the need to own and use a car
- Supporting the rapid transition to zero-emission vehicles by facilitating the roll-out of public charging infrastructure for electric vehicles
- In local centres and neighbourhoods, working with local businesses and communities to identify opportunities to repurpose on-street parking for other uses, such as cycle parking, soft landscaping and tree planting, play space and street furniture to sit and spend time
- Implementing a range of measures to make our road networks more resilient, reliable and well maintained for all road users
- Working with local councils and the police to implement a range of measures to tackle anti-social driving behaviour, including driver training, speed limit enforcement, pavement parking and other parking infringements, and rat-running through local neighbourhoods and close to schools
- Working with local highway authorities to review appropriate speed limits in line with Department for Transport guidance
- Futureproofing our transport network, considering emerging technologies such as autonomous vehicles, but only where we consider it to make our network safer and more accessible.

The Government has backed the National Parking Platform (NPP), a system that allows people to pay for parking in any participating area rather than having to pay on different apps. We will explore the introduction of the National Parking Platform, to give drivers more clarity and consistency when paying for parking.

We will use the National Parking Platform to provide a more integrated offer to car drivers.

Our roads and streets

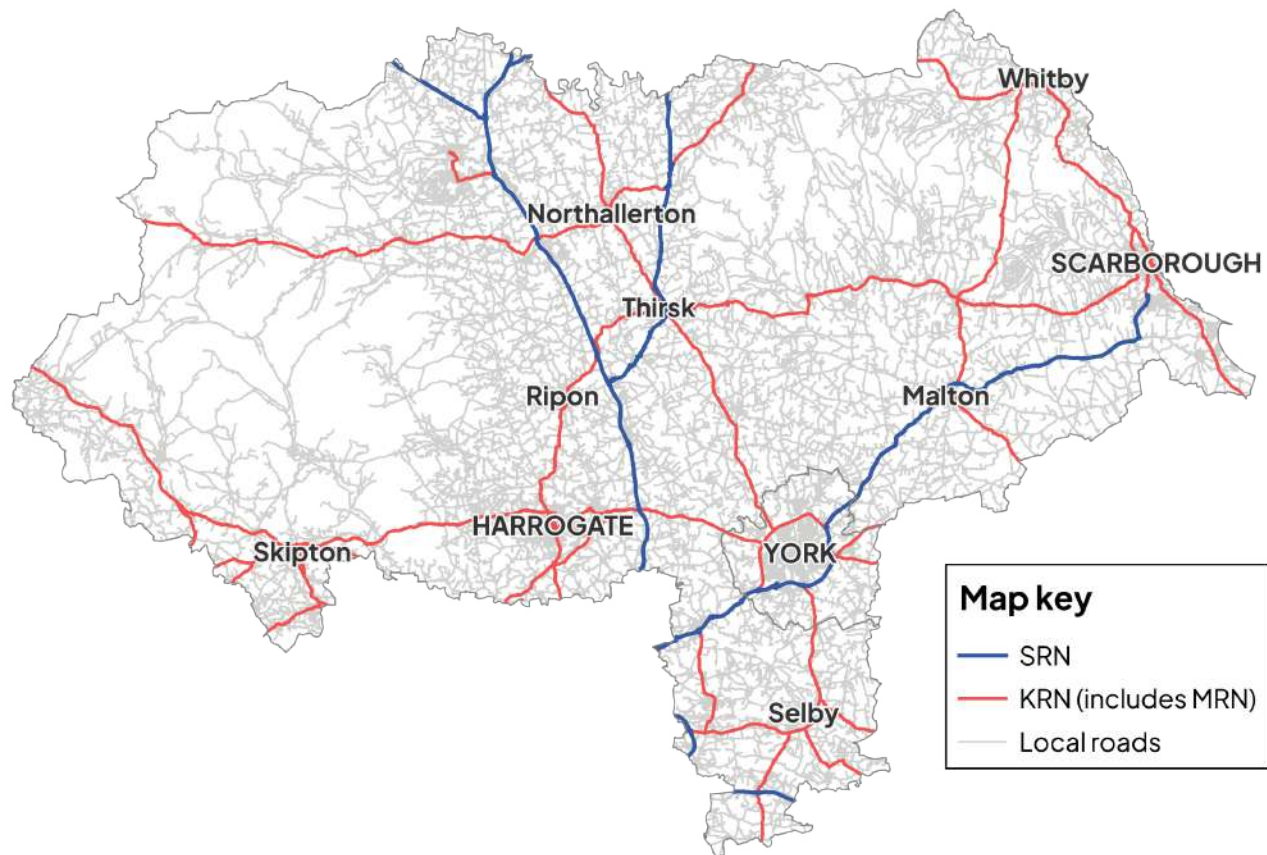
Roads are a fundamental part of our region’s transport network. They support walking, wheeling, cycling, buses, and private vehicles (including freight movements), underpinning everyday connectivity and access to essential services. The road network in York and North Yorkshire consists of several different types of roads that serve different roles and purposes:

- Our **Strategic Road Network (SRN)**, operated by National Highways, provides national connectivity through routes such as the A1(M) running north to south through North Yorkshire.

- Our **Major Road Network (MRN)** provides a key link between the SRN and the rest of our road network, such as the A19 between York and Thirsk.
- Our **Key Route Network (KRN)** provides strategic connections across our region, such as the A59 between York and Skipton.
- Our **Local Road Network (LRN)** provides connectivity to local destinations, including in our residential areas.

In recent years however, the condition of our road network has deteriorated with potholes, damaged kerbs and paving, and unclear road markings becoming a daily frustration. Given the key role that roads play in our transport network, we need to make sure that our infrastructure—including roads, bridges, and other structures—is well maintained and fit for purpose. The recent long-term funding deal for transport investment in the region will help to accelerate repairs.

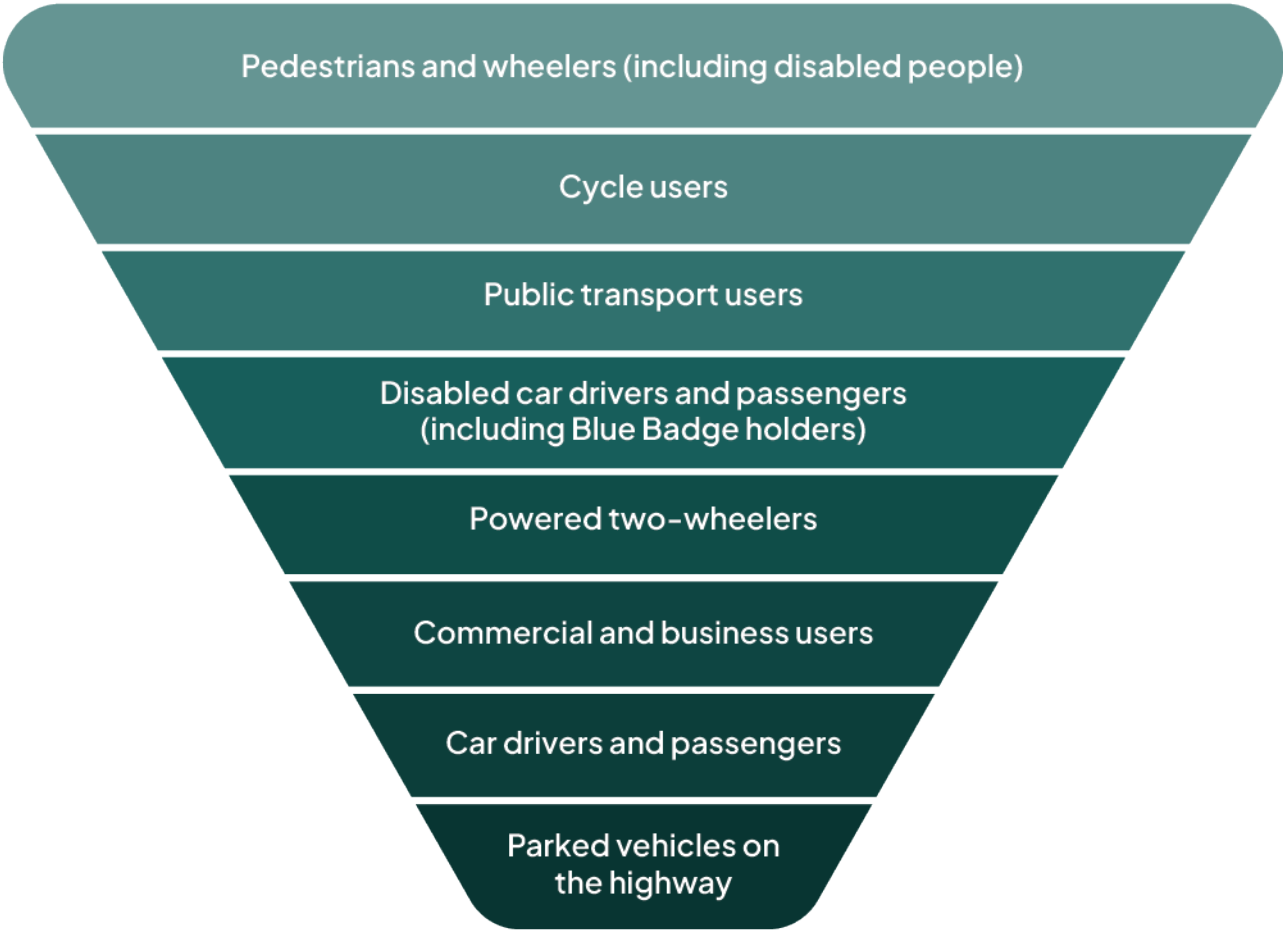
We will work with local highway authorities to ensure that highways maintenance programmes are delivered in the right places and at pace, set out in highway asset management strategies which will be reported on annually.



The role of our road network varies across our region. In rural areas, our roads are predominantly used by private vehicles to travel from one place to another. However, in our towns and cities, our roads and streets play a much more varied role and for a much wider range of users. Where road and street space is limited, we need to prioritise how we use available space to provide the greatest benefits for people, especially the most vulnerable in our communities.

The diagram below shows our user hierarchy for streets in our region, showing the order in which we will consider users when planning and designing our streets. This hierarchy does not mean prioritising those groups at all times and on all streets, but it shows the order in which users’ needs are considered holistically.

User hierarchy for streets



We will ensure that all schemes are designed in line with the user hierarchy for streets, considering the needs of people walking and wheeling, followed by cycle users, public transport vehicles and then private motor traffic.



When using this hierarchy in decision-making, we will need to consider the individual place and the movements that are seeking to be accommodated. First and foremost, we will need to consider how to best balance the function of transport with the quality and type of public spaces.

For example, on local residential streets, we will want to give much more priority and focus to the needs of those who are walking, wheeling and cycling, which may mean

limiting where we allow cars and other motorised vehicles. On some parts of our Key Route Network, serving our towns and cities, we may choose to prioritise buses over general traffic to provide a faster, more reliable service that people can count on. Meanwhile, the Strategic Road Network will need to prioritise moving large volumes of longer-distance traffic quickly and reliably.

City of York Council's Movement and Place Framework helps to clarify,

alongside the user hierarchy, how different streets will be designed depending on whether they are primarily focused on moving people and vehicles, or if they have more of a place function, where people want to stop and spend time.

We will consider developing and implementing a movement and place plan across the whole of York and North Yorkshire, ensuring that it also considers the needs of our more rural roads and streets.



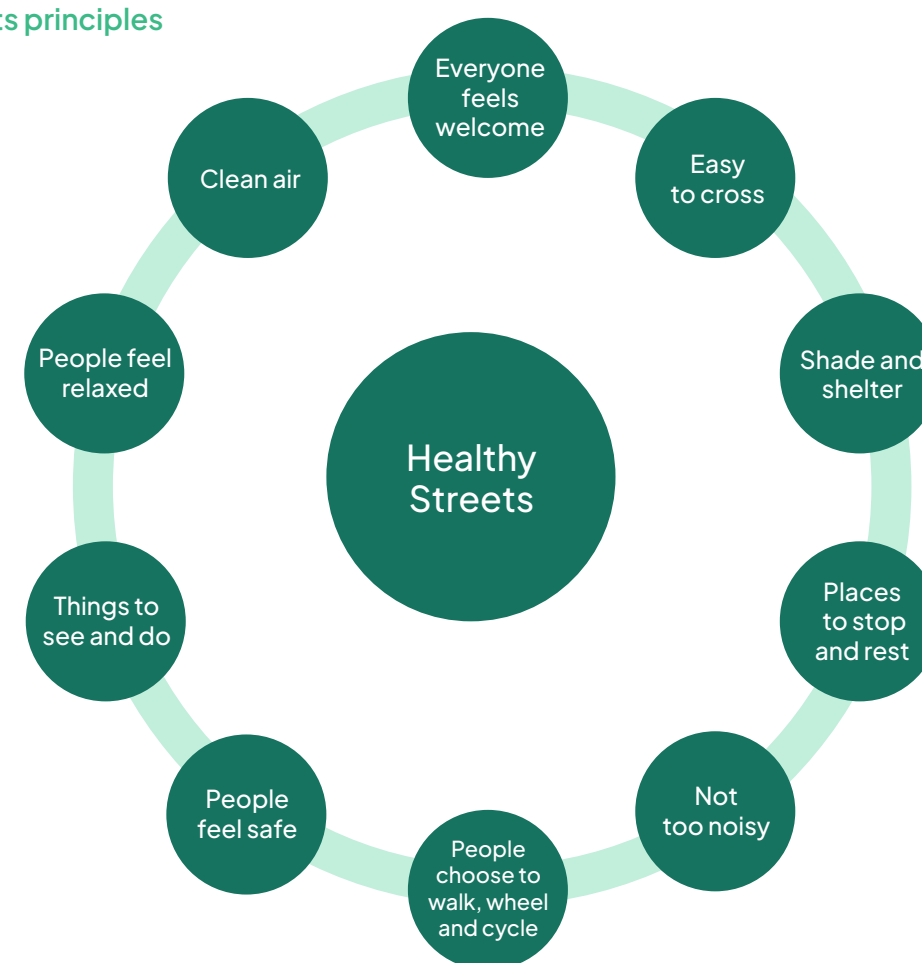
Finally, we also want to ensure our streets are designed in a way that supports people's health and wellbeing. This is key to ensuring that we are creating fairer, sustainable and attractive places. London and other places across the country have adopted the Healthy Streets framework (see below), and we also propose to embrace these principles to when we are improving our streets to make them better for everyone.

We will adopt the Healthy Streets principles to design streets which work for everyone in our communities.

Movement and Place Framework



Healthy Streets principles





A key element of delivering the Healthy Streets principles will be managing parking to ensure that street space is prioritised for people to walk, wheel or cycle or amenities such as parklets. However, we will continue to ensure that Blue Badge holders have good access to well-located parking close to shops, employment locations and other key services.

We also need to ensure that parking is not so abundant and inexpensive that it encourages people to use private vehicles unnecessarily over more sustainable modes.

We will work with local authorities to introduce robust car parking management strategies, considering both supply and pricing, that incentivise the use of sustainable modes of transport and which do not encourage car use for trips which could be made by walking, wheeling, cycling or public transport.





Measures for success



The Mayor's Local Transport Plan is our commitment to change, not just a statement of ambition. It sets out the actions we will take to turn our vision into tangible improvements for people, places and the economy.

This section sets out how we will measure whether our actions are getting us closer to achieving our vision for the transport network in York and North Yorkshire. We have identified a series of key performance indicators (KPIs) that we can measure to see if we're on track. These KPIs will be supported by a range of more detailed metrics which will follow in our Monitoring and Evaluation Plan and which we

will use to assess progress.

As well as our own priorities, the Department for Transport has recently set out the local transport outcome framework (LTOF) which will be used to monitor the performance of all local transport authorities in England on how they are delivering against local and national objectives.



Key performance indicators

Our KPIs shown below measure the headline priorities for how we want to see transport improve in our region. We will report on these and other measures on an annual basis following the adoption of the Mayor’s Local Transport Plan.



Access to everyday services

We will use our bespoke connectivity tool developed for the MLTP to measure how we are improving access to everyday services by sustainable modes.



Public transport reliability

We will use data routinely published by the Department for Transport to monitor the reliability of bus and rail services in York and North Yorkshire.



Active travel delivery

We will strive to increase our active travel capability rating as assessed by Active Travel England, giving us the opportunity to unlock more funding.



Road maintenance delivery

We will improve our local highways capability rating as measured by the Department for Transport, ensuring that people have access to high quality road infrastructure.



Journeys by mode

We will use National Travel Survey data to monitor the number and distance of journeys made by car, public transport and walking, wheeling and cycling.



Transport-related carbon emissions

We will use government guidance to monitor our annual transport carbon impacts to help meet our goal of being carbon negative by 2040.



Deaths and serious injuries

We will use data routinely published by the Department for Transport to monitor the number of people killed or seriously injured (KSI) on our roads and streets.



Transport-related social exclusion

We will monitor our people’s risk of transport-related social exclusion using data compiled by Transport for the North.



Sustainable access for new homes

We will explore ways to effectively measure how well-connected new homes are by sustainable modes of transport.



Accessibility for disabled people

We will explore ways to effectively measure how equitable our transport network is for disabled people.

These eight KPIs are the measures that are both important for monitoring progress against the MLTP and also easy for us to measure. However, there are other areas we would like to monitor progress against, but which will require more work to develop a robust way of measuring them over time. These aspirational KPIs are set out below.



Monitoring and evaluation

To ensure the accurate provision of monitoring information, we will develop a detailed Monitoring and Evaluation Plan. In addition to our annual assessment of KPIs including those that are necessary for the Department for Transport's local transport outcome framework, we will hold and record quarterly monitoring conversations to ensure any changes and adjustments are captured and addressed in a timely manner. We will also develop metrics for measurement that are specific and relevant to York and North Yorkshire, including the bespoke connectivity analysis and other elements of the analytical framework which have been developed for the MLTP. Where national

frameworks require specific reporting approaches (for example highway maintenance and active travel) we will ensure these are woven into our monitoring and evaluation plan.

We have systems in place to report on financial and outcome-based performance. We will strengthen these and ensure they are suitable for the needs of our MLTP reporting. We will seek advice from the Department for Transport, Transport for the North and other transport authorities to ensure that we develop a monitoring regime that is proportionate and provides the data that we will need, so that we are able to accurately report our progress. Where we have insufficient data available to us

to provide the reporting that we require, we will ensure we take steps to be able to collect that data accurately. The MLTP delivery plan will include an allocation for monitoring and evaluation each year.

We will use the results of our monitoring and evaluation to shape our future programmes and to provide insight and intelligence on the approaches that are most effective for us in meeting our objectives. We will also use our monitoring and evaluation to provide responses and reports back to the Department for Transport and other relevant bodies (such as Active Travel England) on our performance and progress.





Delivering the strategy

Governance and ways of working

We recognise the critical importance of developing a programme which delivers against our vision and objectives. To ensure that the schemes we are delivering to support this vision provide value for money, we will work with our partners to develop a scheme pipeline which is effective in generating schemes that maintain and enhance the transport networks in our region.

In developing and prioritising our programme, we will work with partners to ensure a flexible and evolving longlist of schemes, with robust evaluation and prioritisation undertaken in line with our objectives. To ensure that this plan remains vision-led, we will ensure that the policies and principles shape our investment programme and support objective decision-making.

As a new combined authority, we have not yet developed a fully tailored transport assurance framework to ensure we are spending money and resources on the best projects and in the best possible way. We will work with the Department for Transport, Transport for the North, the Urban Transport Group, other local transport authorities and partner organisations to develop a robust assurance framework which meets our local needs. This will take elements of the prevailing assessment and appraisal approaches, drawing on Transport Appraisal Guidance and industry best practice, to ensure robust appraisal, assurance and compliance with the requirements of the revised Green Book. We will draft this in line with the Combined Authority-wide Assurance

Framework and Monitoring and Evaluation Framework.

We will work in partnership with our Integrated Delivery Unit, providing officer support for programme and project mobilisation, working alongside our own programmes team to ensure that key elements from our existing generic assurance process are retained and that compliance and consistency of programme management is adhered to. Where necessary, specialist transport metrics will be applied to ensure our programmes are in line with national best practice for transport scheme appraisal.

We will ensure that progress against our objectives and delivery of our programme is reported through our own governance structures on a regular and timely basis. This reporting will include financial delivery reporting, progress against KPIs and programme risk management assessments. Reporting will be in the form of:

- Monthly performance reports to the Programme Board, co-chaired by the Director of Transport
- Quarterly reports to the Performance Board, chaired by the Combined Authority's Chief Executive Officer and attended by the Combined Authority Leadership Team
- Six-monthly updates to the Combined Authority's Transport Advisory Board

- Annual updates to the Combined Authority Cabinet.

Any change, adjustment or significant risk to financial or delivery performance will be appropriately managed and escalated through our Contract Change processes and reporting structures.

We will continue to work collaboratively with our partners. In addition to the formal member-led committees and boards that we will report to, we will also continue to have monthly policy and programme meetings with our partners' officers at all levels. These meetings, in addition to ongoing well-established and productive working relationships, will ensure that all elements of our partnership are well represented and able to be communicated effectively.

A governance structure for the MLTP will be developed in due course.





Funding

The Mayor's Local Transport Plan has highlighted the pressing need for change to respond to the growing and multifaceted pressures we face in York and North Yorkshire: doing nothing is not an option. Realising this transformational change to secure the region's future will require significant capital investment to deliver major schemes which enable a step-change in transport capacity on certain routes and corridors. We will also need additional revenue support to ensure our public transport network can meet the standards we set for ourselves.

But there are also steps we can take locally to alleviate the funding pressure. These include robust programme development and option sifting at an early stage to ensure risk

is reduced as far as possible at the delivery stage, increasing certainty for our partners in the supply chain and reducing project costs. We welcome the recent introduction of multi-year funding settlements for combined authorities which also helps improve strategic planning and project certainty.

We can also take a strategic approach to the development of our bus network, focusing on how we make best use of the limited revenue resources we currently have to grow the profitable network, enabling us to generate additional income to reinvest in further growth.

We have recently been granted Established Mayoral Strategic Authority status. This will provide us with a single integrated funding settlement

for the region, providing greater local control over how our budget is allocated. We see this as an opportunity to deliver a step change in how revenue services such as our bus network are funded, which could in turn give us greater long-term confidence in the quality of our transport services in the future.

Stakeholders and wider engagement

While the Combined Authority sets the strategic direction for transport, we cannot deliver this plan on our own. We will continue to work closely with our key partners, our highway authorities and our planning authorities, including the two national park authorities in North Yorkshire, to ensure a consistent approach to policy and delivery.

Through the development of this plan, we have worked with stakeholders from a variety of organisations to seek their views on key areas of importance. However, we need to go even further and expand the way in which we engage with key partners from both within and outside our organisation. We will, where feasible and appropriate, set up specialist panels and

working groups to ensure that voices with expertise and lived experience are heard and acted upon. We will ensure that key stakeholders at a national level, such as Great British Railways and National Highways, form part of our core project planning process, and that local stakeholders, including elected members, community groups and business and special interest organisations, have the opportunity for meaningful engagement.

Next steps

The Mayor's Local Transport Plan is a statement of bold ambition and intent at the start of our journey to transform people's travel experiences in York and North Yorkshire. Having set the overall direction of travel, we now need to map out how we get to our destination.

Work is underway to prepare our first Local Transport Delivery Plan, which will begin the work of delivering on the policies set out in this document, translating ambition into action. This will be developed in partnership with both constituent councils and updated regularly moving forwards.

As alluded to throughout the MLTP, a suite of sub-strategies will also follow this document, providing more detail on how we will deliver on the overarching vision in specific policy areas. These sub-strategies will include, but not be limited to:

- Walking, Wheeling and Cycling Strategy
- Bus Strategy
- Rail Strategy
- Transport Decarbonisation Strategy (including our Electric Vehicle Infrastructure Strategy)
- Highways Strategy

- Freight and Logistics Strategy
- Community Transport Strategy
- Transport and Development Strategy
- Sustainable Travel to School Strategy
- Transport Accessibility, Inclusion and Engagement Strategy.

These will accompany the Road Safety Strategy, prepared by the York and North Yorkshire Road Safety Partnership, and the Rights of Way Improvement Plan, to be developed by the local authorities through partnership working. Together,

these sub-strategies will function as supplements to the MLTP, with the policies contained within them afforded the same status as those within the MLTP itself.

We will also begin work to identify major schemes that may be required to enable a step change in how we travel sustainably or support large-scale new development in certain areas of the region. We will do this by undertaking multimodal transport corridor studies to assess areas of required improvement through the lens of mobility in totality.

Taken together, and along with our approach to monitoring

and evaluation outlined above, this portfolio of policy will lay strong foundations for a more sustainable, equitable and efficient transport network for York and North Yorkshire's future.

¹ According to place typology analysis conducted for the preparation of this MLTP.

² Road safety statistics: data tables – GOV.UK

³ Steer’s Connectivity Analysis for Y&NY MLTP

⁴ <https://www.gov.uk/government/news/nationwide-plans-announced-to-design-safer-streets-as-9-in-10-women-report-feeling-unsafe-walking-at-night>

⁵ Train performance at York railway station | Northern Railway

⁶ DfT Annual Bus Punctuality Metrics for York: 2024/25

⁷ Fingertips | Department of Health and Social Care

⁸ Key services are: primary school, secondary school, college, GP surgery, hospital, pharmacy, dentist, railway station, bank, post office, supermarket, green space (over 20 hectares), sports facilities and leisure facilities.



The Mayor's Local Transport Plan

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York and North Yorkshire Combined Authority
West Offices
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York
YO1 6GA

About us

The York and North Yorkshire Combined Authority has been created by the City of York Council and North Yorkshire Council and is a legally recognised, single body. Our role is to use some of the money and powers, that up to now have been held by central government, and work with local leaders and communities to invest in ways that will help to make York and North Yorkshire a better place for you to live, work and do business.

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York Local Transport Strategy

2024-2040

Our journey to be healthier, more sustainable and better connected.

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A note on terminology: in this document we use the term “Walking, wheeling and cycling” to cover all forms of active travel, including wheelchair use, mobility aids, prams, scooters and various types of cycle including adapted cycles. “Walking, wheeling and cycling” is also used in this way by other government bodies, including the Department for Transport and Active Travel England.

Foreword

It's my pleasure to introduce York's Local Transport Strategy and to endorse its ambitious approach; to connect all of our communities with high quality sustainable travel options, setting out a path to enable our city to grow, adapt and thrive over the next sixteen years.

Core to this Strategy is the understanding that transport is not simply about getting people from A to B; it's about what happens along the way. Rethinking how we move around gives us an opportunity to create valuable new public spaces, highlight our heritage, bring birdsong to our neighbourhoods and help our city to prosper.

This transport Strategy and the policies within it have been shaped by the feedback we received from residents, visitors, businesses and community organisations during our Big Transport Conversation. We're hugely grateful for the time that people gave and the valuable insights they provided, all of which have helped us to enhance and strengthen the Strategy.

Now we're developing an inclusive and sustainable travel network, increasing connectivity by prioritising walking, wheeling, cycling and public transport, whilst maintaining accessibility for essential car journeys and moving goods around our city. Delivering this transport transition will also reduce carbon emissions, clean York's air and help people live healthier and longer lives. Our streets will be safer and our communities will be better connected, bringing genuine sustainable travel choices and greater independence for everyone, including residents, people who work in the city and visitors.

This Local Transport Strategy also recognises that our journeys don't stop at the city's boundary. As part of the Combined Authority of York & North Yorkshire we have an exciting opportunity to expand our horizons and strengthen connectivity across the north of England.

York is on the cusp of an exciting transition. I'm looking forward to seeing the city rise to the challenges we face and evolve to meet the needs of people today, tomorrow and over centuries to come.

**Cllr Kate Ravilious,
Executive Member for Transport**

Introduction:

Our journey starts here

York is renowned for its unique heritage and beauty.

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 8m 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.

Our city's architecture has seen the city evolve over time, with Viking and Victorian, Georgian and Modernist sitting side by side. Yet despite this ever changing landscape, we have successfully retained our character and size over the centuries. Our built environment is one of our greatest strengths. Many of our city's streets, gates and snickleways date back to Roman times, when horses and chariots ruled the streets, and the way people lived in the city was very different to how we live today.

This is a city that does not sit still, instead we are a city of continual change.

Today, projects like York Station Gateway, the upgrade of the A1237, York Central, Castle Gateway, Haxby Station, upgrades to the bus network – and the improved integration of land use and transport planning implied by York's emerging Local Plan - give scope for us to consider how the city's transport might function in the future within the context of a changing and growing city.

Looking ahead, in 15 years, we will welcome another ²30,000 people to proudly call York home; new sustainable houses in new communities will be built across the city and most vehicles will be electric. York Central will be completed and the ³city centre will be a vibrant, family-friendly accessible and iconic place where everyone feels welcome.

Yet we ⁴know in 2024 the rhythm of residents' 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 our lives, creating traffic congestion, poor ⁵air quality, noise pollution and acting as artificial barriers that influence how we connect with our neighbours and neighbourhoods.

¹ Accolades – York 2032

² New Local Plan – City of York Council

³ Our City Centre York Vision – City of York Council

⁴ Our Big Transport Conversation report of survey

⁵ Air Quality Action Plan – City of York Council

This cannot go on.

How we live, our health and wellbeing and the way we connect with each other is far too precious to be dominated by how our road network developed, when investment prioritised car travel above people.

We have to change. Our city. Ourselves.

We have already set ambitious objectives.

To be net zero by 2030 requires a 20% reduction in car use⁶.

To achieve World Health Organisation targets for air quality requires us to go further.

“One of the greatest single public health interventions any city can make is to prioritise people above cars – very few other actions simultaneously benefit individual, community and planetary health.”

**Peter Roderick,
Director of Public
Health, York**

Join us on our journey to deliberately put residents' health above vehicles.

For many people in York, our streets serve as front gardens, to meet, chat and play, but

increasingly parked cars have dominated this space. Instead of seeing roads as simply places for vehicles, let's look at roads differently.

By looking at our roads, footstreets and pathways as places for people, rather than places for vehicles, we will collectively see our city for what it could be.

Picture a city that becomes more beautiful as our built heritage becomes more accessible, with fresh clean air, more green space, more places to connect with our neighbours, and easier ways to get around.

A better transport system will make it easier for people to choose an option that suits them, including bus, mobility scooter or cycle. It will be easier for disabled people to get around, for children and young people to get around, for you to get around.

More effective bus services will connect people to jobs, training, shopping, leisure and healthcare. Good rail services will improve longer distance travel. Needing to own a car will be less important – freeing people from the expense of having to own and run a car if they do not want one and can no longer afford one.

By reducing vehicle traffic, we will make York an even better place to live – attracting investment and employment to our city and helping residents live longer, happier, healthier lives.

There is huge opportunity for York. The newly established York and North

⁶ Climate Change Strategy 2022 to 2032 – York 2032

Yorkshire Mayoral Combined Authority brings new powers and new funding for transport. The cancellation of the northern section of HS2 potentially releases over £100m⁷ of new funding for transport in York.

By listening and learning from residents across the city about what matters to them, we can create a York that is open and accessible to everyone, with affordable and healthy transport options no matter where people live.

We want our transport networks to enhance our wonderful city and its villages by actively improving the health of residents, supporting a thriving economy, enhancing green spaces and respecting York's heritage. And all of this will happen with an eye to the future; ensuring that our transport systems are resilient to the changes ahead and helping to tackle climate change.

This new Transport Strategy maps how our health, how we live, where we work or study, and what we value can be improved by changing how we travel.

Central to this will be our new “Movement and Place Plan”, giving us permission to take bold decisive action to create a healthier city, that makes the best use of our streets and spaces so we can be healthier, more sustainable and better connected.

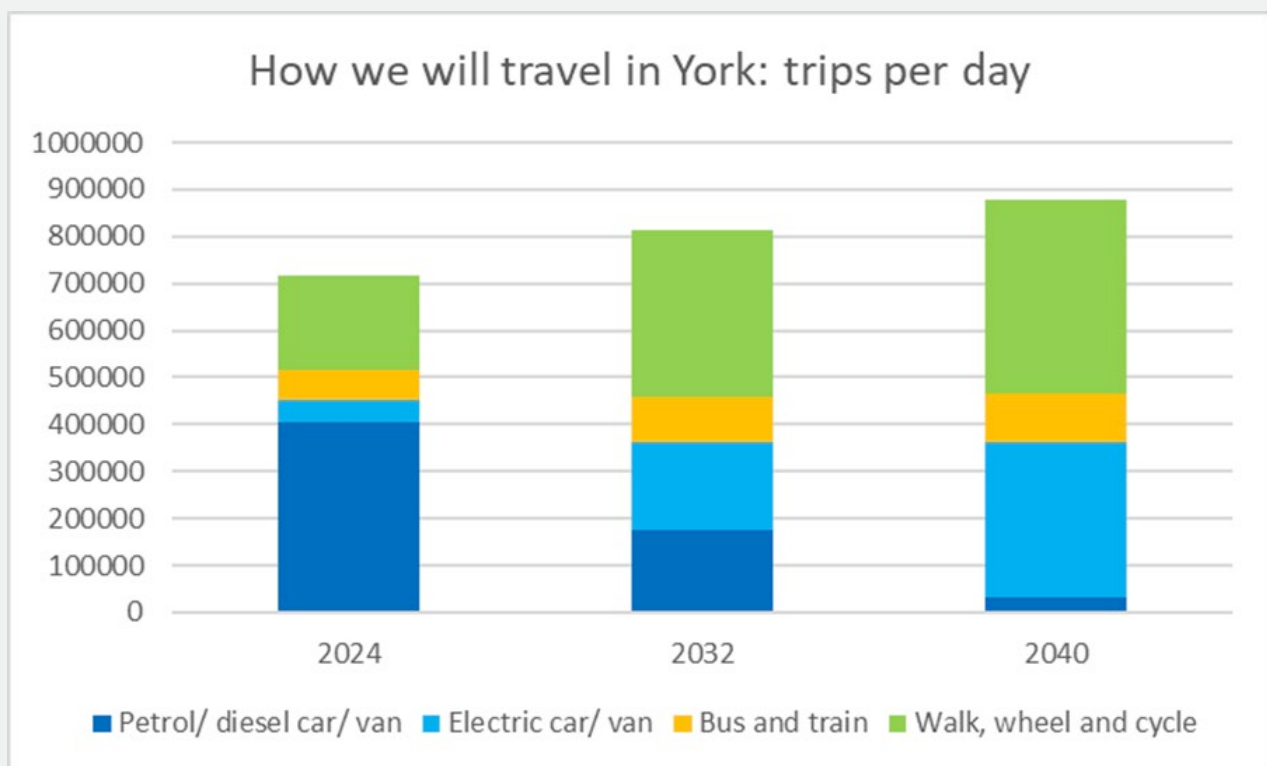
The Plan will set us on a bold journey that will see us steer a radical new approach for York. One which will reduce car dependency; improve walking, wheeling, cycling and buses so that owning a car is less important as other transport becomes more attractive.

⁷ Figure based on Department for Transport advice, Spring 2024

Consideration I:

How we travel needs to change

This Strategy takes us to 2040. By then we can expect 90% of York's car and van fleet to be electric or hybrid, with only 10% still diesel or petrol. To achieve our carbon targets by 2030 we need, by 2030, to increase the number of people travelling by bus and train by 50% and double the number of trips taken by active travel. In the process we need to reduce the number of miles driven by 20% by 2030.



Note: our target is to reduce distance driven by 20% during a time when the number of trips taking place in York will increase as the city grows. This graph shows a representation of that change applied to the number of trips in York per day.

More information on targets, and how we will achieve them, will be provided in the Implementation Plans for the Local Transport Strategy. These will be produced every five years but monitored and evaluated annually.

York's Long-Term Plans: Our direction of travel

In December 2022, the council adopted a 10-Year Strategy and Policy Framework. This comprised of three interdependent 10-year strategies, 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 and set the foundation for the council's Strategy and Policy Framework for the decade ahead. They take a sustainable development approach to the city and recognise the interdependencies between health, the economy and the climate.

In tandem, city partners worked with the council to develop a 10-Year Plan that drew on the ambition set by the 10-Year Strategies to agree York 2032 - a vision and shared priorities for the city.



*By 2032, York
will be a vibrant,
prosperous, welcoming
and sustainable city, where
everyone can share
and take pride in its
success.*

York 2032 Strategy and policy framework

Our vision

York will be a vibrant, prosperous, welcoming and sustainable city, where everyone can share and take pride and share in its success.

A city where history meets the future.

Our priorities

Health and Wellbeing

All York residents (young, old and future residents) will enjoy happier, healthier, longer lives, in homes that meet their needs, able to actively participate in their communities, with access to the right support at the right time.

Education and Skills

All ages will have access to learning throughout their lives to equip them with the skills to succeed commercially, socially, locally and nationally.

Economic Growth

York's economy will be vibrant and inclusive, with businesses supported to grow and prosper and talent nurtured, retained and supported. Our economy will be developed to be well balanced with a mix of different sectors providing opportunities for young and old.

Transport

York's transport networks will be inclusive and sustainable, connecting neighbourhoods and communities.

Sustainability

York will be carbon neutral and contribute to the regional ambition to be carbon negative, with iconic green spaces to enjoy today and the environment protected for future generations to enjoy.

Setting the vision: City strategic ambitions are co-developed in partnership. The strategic ambitions are set for 10 years with 5 year review points, delivered with partners on behalf of the city.

Our goals

By their nature, they are aspirational, inspirational and encourage experimentation.

Movement and Place Plan 2023-2040

Health and Wellbeing Strategy 2022 - 2032

Economic Growth Strategy 2022 - 2032

Climate Change Strategy 2022 - 2032

The POLICY FRAMEWORK Policies set the context. Policies typically include SMART objectives and / or targets. The Council's Executive approve council policy and related budget, with city partner's own governance arrangements responding to their own strategies and policies. Council Policies are called Plans, for example the Local Plan, the Local Transport Plan, the Council Plan, etc.

ACTION PLANS: Action plans set out the city partner's actions to deliver the vision and goals in the 10 year Plan and related 10 year strategies. City Partners own actions plans will respond (in part) to the priorities.

Establishing objectives:
In 5-10 year cycles with a review point in each Administration

Delivering action: Action plans are informed by citizens engagement and are reviewed regularly.

The guiding principles for our strategies

Our Transport Strategy will be guided by the same five principles which guide our Climate Change and Health Strategies. You will see these applied throughout the delivery of the Transport Strategy, in the actions we take, the relationships we build and in how we openly share plans and data to help others change the way they move through the city:

- 1** We will **increase collaboration and cooperation** by working with partners to encourage changes in the way we travel and transport choices we make. We will create partnerships among businesses, the public sector, civic organisations and our institutions in higher and further education to ensure that new, action-oriented knowledge is generated and effectively shared to benefit all.
- 2** We will continuously **adapt to change**, taking bold action by trialling new and emerging technologies. We will be pragmatic, focusing on reducing emissions and improving health by prioritising actions that deliver the best outcomes.
- 3** We will **build inclusive, healthy and sustainable communities** by promoting the positive social and health benefits of changing our transport networks and by supporting individuals who need the most support to travel. With more green spaces, less air pollution and greater tree canopy cover we will support the health and wellbeing of our residents and increase biodiversity.
- 4** We will **create new employment and investment opportunities**, strengthening the economy through our work with local suppliers to change our transport networks. We will proactively seek alternative funding streams and attract additional investment.
- 5** **Good governance** and evidence-based planning will guide our actions ahead. We will take accountability for delivering actions. We will provide accurate information that allows us to review progress and adapt actions if required. We will regularly review and publish key data to track progress against our ambition, updating our action plan in response.

How we have engaged with you: Our Big Transport Conversation⁸

Between 24 November 2023 and 4 February 2024 City of York Council ran an in-depth public consultation to inform the new Local Transport Strategy for York. This was the largest transport engagement in York for 12 years and quite possibly longer.

During the consultation we spoke to between 1,000 and 2,000 people at more than 50 consultation events across York and its villages. We also received 1,376 responses to our questionnaire – either online or on paper. We had meetings with many people and organisations involved in York’s transport network – for example, taxi drivers, the Police and bus operators - and we placed information on the consultation in libraries, at bus stops and in many other places across York. We were careful to reach out to groups who, whilst they have an important stake in York’s future transport, tend to be under-represented in transport consultations. This included schoolchildren, students,



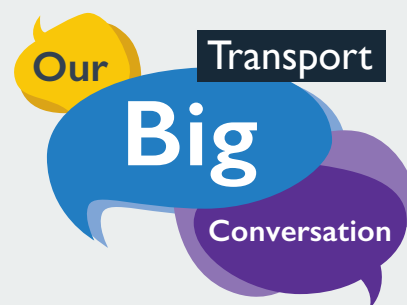
members of disabled advocacy groups and older people. We travelled on York’s mobile library to talk to people in villages such as Hessay and Osbaldwick, as well as holding many other events in the city centre, hospital, libraries, village halls and even pubs.

The views expressed during the consultation have fed directly into this Strategy and we are very grateful to everyone who gave up their time to talk to us. We were left in no doubt about the importance of transport in York, people’s passion for improving it and the difficulties many people currently experience travelling around and into/ out of York.

⁸ More detailed information is available in the *Our Big Transport Conversation* report of survey

Headline results

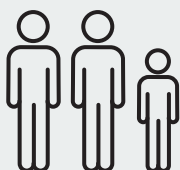
Thank you to everyone!



1,342
online
responses



50+
events



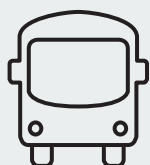
More than **1,000** people
met in person including
350 children and students



93 hours
of events



More than
100,000
social media
impressions



7 villages were
visited with York
Explore Mobile
Library



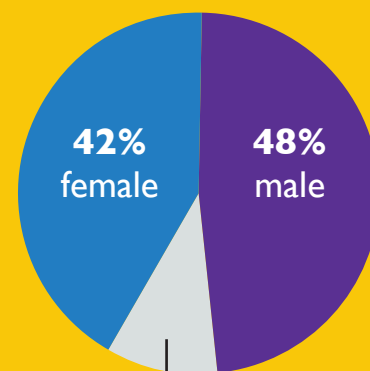
15 libraries displayed
information & had paper
copies available through our
partnership with Explore
York Libraries and Archives

Conversations with:



- environment and heritage
- disabled residents
- business and tourism groups
- learning disability self advocates
- schools and colleges
- NHS patients
- cycling and walking groups
- bus users
- older people

Online respondents only (ie not the people we met in person)



10% No gender stated

Largest age categories

29% 40-55
26% Over 65s
18% 25-39
18% 56-65

25% identified
themselves as
having a disability

Support for the 10 policy focus areas



Accessibility
90%



Improve walking,
wheeling and cycling
85%



Shaping healthy
places
85%



Improving public
transport
88%



Safeguarding our
environment
74%



Create a
Movement and
Place Plan
81%



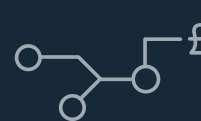
Reduce car
dependency
78%



Improving freight
and logistics
85%



Effective
maintenance
and enforcement
83%



Monitoring the
transport network
and financing
the changes
81%

Our City⁹ and its transport challenges

The City of York Council area covers a very varied geography. It includes rural areas, hamlets, villages (some verging on the size of small towns) and, of course, a city. Within the built-up area of the city there are suburbs, a historic city centre, inner city areas laid out by the Georgians and Victorians, inter-war and post war twentieth century suburbs, green spaces such as the city's strays and parks and modern retail and business parks. All these areas experience transport in different ways, have different levels of bus services and facilities for pedestrians and cyclists. Some people are affected by congestion because it delays their car and bus journeys; others because congestion causes air and noise pollution where they live or work. Many experience both.

Around 200,000 people live in York – one-third of whom live in the villages outside the city's outer ring roads. Some people live in households with multiple cars, but one in three adults in York live in a non-car owning household, rising to over 60% in some areas. And many who do live in car owning households cannot themselves drive.

17.1% of York residents are disabled and 7.7% have carer responsibilities. 19% of 18-64 year olds are estimated to have a mental health problem and 7.5% of those aged over 65 are estimated to have dementia. There is a life expectancy gap of 10 years between those in the most and least deprived areas of York, with deprivation being key to this difference.

Overall, York is a relatively prosperous city, but there are areas of deprivation. Depending on where you are, between 0.6% and 3.5% of residents claim Jobseekers Allowance or Universal Credit.

The Transport Strategy must recognise these differences and plan for all.

Congestion is perceived as the most serious problem in York, with many respondents also citing linked problems with air and noise pollution – and intrusive traffic in residential and shopping streets. People do not use active modes as much as they would like (61% of respondents said they would like to use active modes more) with poor perceived safety seen as the key reason people did not walk or cycle.

Bus services are seen as unreliable and often not running to where people want them to go. The consultations in York's villages clearly identified that these problems were felt particularly acutely there – with some villages having very poor levels of bus service or had seen recent declines in service. Many villages also felt they did not have safe cycle and walk routes between the village and the edges of the York built up area, where paths into the city centre are more often available.

An impasse has developed which needs to be broken in order to make progress. The transport network in York is space-constrained – it is not possible to improve bus services, for example, by simply widening roads to build bus lanes – because

⁹ <https://www.york.gov.uk/LocalTransportStrategy> (February 2023 Transport Strategy document)

in many locations this could only be achieved through property demolition or road widening into green space, which would be even less acceptable than the congestion which is currently experienced. Because of this, trade-offs between different road user groups are inevitable in any strategy which seeks to improve sustainable modes.

Our engagement shows consensus about, and support for, a Transport Strategy which develops York's active travel and bus networks, and reduces car dependency. We set out how this will be achieved over the following pages of this Strategy.

Key transport statistics:

450,000
vehicle trips
a day 2019



If we do nothing then
510,000 in 2033,
550,000 by 2040

14%
travel time
increase
between 2019
and 2033

1991 – 2019
26% reduction
in city centre
vehicle trips.
64% increase
in A64
vehicle trips.

8,000,000
visitor trips
a year

65% increase
in bus trips
2000-2019

13.2m trips
on York's buses
in 2023 (36,000 a
day), of which 4m
on Park and Ride.

8.9m
rail trips from
York Station,
72,000 from
Poppleton Station

Approx **10%** of
all trips in York
are by bike;
approx. **20%**
are pedestrians.

87,500 cars, of
which 10% are
electric or hybrid
(2024), but 90%
electric 2040

In many areas
of York **less**
than 50%
of households
own a car

35%
of working
residents work
at, or mostly
at, home.

Key York Statistics:

York's
population
in 2023
202,821

York's
population
by 2032
215,821

Student
population
2022
48,779

Population over
80 years old
9,854
(12.7% increase
since 2011)



7.3%
Black, Asian
and Racially
Minoritised
Communities

5.5%
White
non-British

5.5%
LGBTQIA (3.0%
in Region, 3.1% in
England and Wales)

17.1%
disabled
residents

7.7%
residents
with carer
responsibilities

The Opportunity for York

All over the world cities are reshaping themselves around providing better active travel and public transport. There are obvious benefits to health, equality, accessibility, opportunity, amenity – and need to reduce carbon emissions – from doing so. During the consultation we asked people which cities they felt managed traffic and transport better than York. Although respondents identified some cities which are perhaps different to York – for example national capitals like London or Amsterdam which are bigger and better resourced than

York – many people identified cities which are broadly similar to York in terms of their size and character or location – for example, Oxford, Cambridge, Bath, Leeds, Chester, and Ghent.

Other cities can serve as an inspiration for York. In Ghent a new traffic circulation system reduced city centre traffic by 20%.

York Civic Trust have helped us by looking at what has been achieved in other towns and cities¹⁰. We present a summary opposite. We are grateful to the Trust's Transport Advisory Group for their assistance.

¹⁰ More information on them can be found at <https://yorkcivictrust.co.uk/home/transport/>

Consideration 2:

What can we learn from other cities?

Tony May and John Stevens

York Civic Trust Transport Advisory Group

In 2021 the Council invited York Civic Trust to review transport strategies in historic cities of similar size to York: Bath, Cambridge, Chester, Norwich and Oxford in the UK and Delft, Dijon, Freiburg and Ghent in continental Europe. The case studies have been updated for the Council's Local Transport Strategy: <https://yorkcivictrust.co.uk/home/transport/>. Additionally, the Council invited us to review two larger cities, Leeds and Leicester, which have made significant changes recently.

Vision, objectives, targets and strategies

All eleven cities have produced new transport strategies within the last decade. Bath, Cambridge, Chester and Oxford have since strengthened policies in response to the need to tackle climate change. All start with a clear vision for their city in 10 to 15 years' time. Leeds' vision, for example, is a city "where you don't need a car, where everyone has an affordable, accessible, and zero carbon choice in how they travel".

All case study cities plan to accommodate economic growth whilst protecting their historic and cultural assets. They aspire to sustainable new development, encourage economic vitality and enhanced wellbeing and quality of life of individuals and communities. They focus on tackling climate change, reducing air pollution, improving equality of access and enhancing public health. These clear objectives are the guide to deciding what to do.

Most set targets for carbon reduction, which determine targets for different modes. Walking, cycling and public transport are set to rise by between 50% and 100%, targets for reduction in car use range from 15% to 30%. Cambridge, Leeds and Oxford have committed to Vision Zero no fatalities or serious casualties on the roads by 2040.

Each city's transport strategy addresses all modes, including freight, within a clear hierarchy of users. Freiburg illustrates this well with its five pillars: walking, cycling, public transport, living streets and limits on car use. Most go further by including land use plans. Compact, higher density developments support public transport, better local facilities encourage walking and cycling and reduce the need to travel. Bath, Cambridge and Oxford have included digital connectivity supporting people to work and study from home.

The building blocks

Disabled people are typically at the top of cities' hierarchy of users. Most cities allow disabled drivers into their pedestrian zones, and provide additional facilities such as benches and toilets. Ghent's policy for its extensive controlled zones is to permit disabled drivers free access, but not to pass through these areas. Chester won the accolade of Europe's most accessible city in 2017, and continues to offer a model of best practice.

Walking and cycling are encouraged as the principal modes for shorter journeys. All cities have extensive central pedestrian areas, and many have increased the priority for pedestrians elsewhere in the city. Ghent claims to have the largest cycling network in Europe, with a 32% mode share. Cambridge records a similar share, again supported by an extensive network. Delft, Dijon, Leeds and Leicester are investing heavily in expanding cycle networks.

All the European cities have subsidised tram networks, closely integrated with buses and cycling. Dijon achieved 40% passenger growth in four years by improving integration. UK cities rely on buses and park and ride services. Cambridge and Leeds have developed guided bus ways to enhance performance and, with Oxford, make effective use of bus gates to manage access by other road users. Leicester has used its Enhanced Bus Partnership to upgrade its bus network, and Leeds is introducing franchising.

Residential areas are designed as healthy places to live. Dijon gives priority to improving quality of life for its residents. Delft prioritises enhancing "place". Ghent has developed car free neighbourhoods and makes extensive use of school streets and play streets. Freiburg claims to be the "city of small distances", achieved by compact development and local facilities. Its new 5,000 person Vauban neighbourhood is an exemplar of good practice, with a central public transport spine, extensive play streets and almost all parking on the fringes. Norwich's Rackheath eco town is being developed on similar principles.

All have invested in electric vehicle charging, with Oxford successfully experimenting with on street charging. Freiburg has long been Germany's environmental capital, its principal objectives include reducing noise and air pollution. Bath's charging Clean Air Zone has reduced NO2 levels by 26%. Oxford is introducing a Zero Emission Zone.

These policies in turn influence the way in which cities' road networks are managed. Freiburg has a rigidly applied policy of speed limits, ranging from 50km/h to 10km/h, based on the area through which the street passes and the activities on it.

Delft has redesigned its neighbourhood access roads to accommodate both living and driving. Selective road closures are widely used. Leeds has removed all traffic from City Square, resulting in car travel to the centre falling by 11% and active travel increasing by 39%. Ghent's circulation plan has divided its inner city into seven zones, with no movement between the zones, other than by pedestrians, bicycle or public transport. Oxford will introduce six strategic traffic filters later in 2024, to achieve a similar effect.

These policies help reduce car dependency, and hence contribute to the targets for reduced car use. Most cities use promotional initiatives like personal and business travel plans and car free days to encourage modal switch. Dijon promotes car clubs, which reduce the need for car ownership. In all cities, parking charges are used to manage demand: Ghent's policy is "parking management for desirable mobility". Bath and Oxford are pursuing workplace parking levies, as used successfully in Nottingham.

From strategy to implementation

Gaining public acceptance of the need for change, and the ways of achieving it, is essential. Cambridge pioneered a citizens' assembly to help shape the ways in which it manages car use. Dijon has promoted public engagement throughout the policy process. Ghent makes extensive use of co-creation in redesigning its inner city networks.

Implementation needs to be carefully phased and regularly monitored. Leeds has specified three sequential four year action plans, and monitors and reports on performance annually.

European cities benefit from much higher levels of government funding than applies in the UK. In Dijon the tax on businesses covers 40% of the cost of public transport. But Leeds has shown that a reputation for strategic planning, cost effective design and effective implementation can increase funding, with 72% of its investment funded by government.

Consideration 3:

This is not just about York...

York sits in the centre of complex national and regional transport networks.

Nearly a third of the vehicle trips in York either start or end outside the City of York Council area. One in five vehicle trips in York is merely passing through and not stopping in the city at all.

Every day 5,000 commuters travel between York and West Yorkshire. 5,000 commuters come into York from East Riding, 10,000 from North Yorkshire.

We welcome 8,000,000 visitors a year. Our two universities and our colleges attract students from across the region – including many who stay in York.

Our Hospital is the main health centre for large parts of North Yorkshire, the East Riding and even some parts of West Yorkshire.

Every day 2,000 people travel between York and London on the train, and a similar number to Leeds.

Improving transport in York has the potential to improve transport across the region. Buses between Leeds and Scarborough can be made more reliable if their journey through the centre of York is eased. Better walking and cycling networks can make it easier for students, tourists and commuters to arrive in York and walk or cycle to their destinations. More affordable bus services can help people in North Yorkshire travel to York for work.

Better rail and bus ticketing deals with West Yorkshire and South Yorkshire can help people from York who travel there to work or study. New Mayoral authorities and greater devolution provide opportunities to do things differently – and better – in future.

Our park and ride services have a vital role in managing the transition between rural Yorkshire where there is often no alternative to using the car, and the city of York where roads are narrow and car parking space is at a premium. We can develop them to offer new destinations such as the Hospital or University; or longer distance bus and coach services (for example to London or Leeds).

Consideration 4: Why we need a new Local Transport Strategy?

City of York Council's last Local Transport Plan was produced in 2011, 13 years ago. Since then the Council has delivered, or started to deliver, many of the schemes that Plan set out. Examples of projects from the 2011 Local Transport Plan which have been delivered are the Park and Ride sites at Askham Bar and Poppleton which were delivered in 2014. We have also electrified the Park and Ride bus fleet, built new, larger roundabouts where the Wetherby Road and A59 cross the A1237 Outer Ring Road, and built a new bridge – Scarborough Bridge – for pedestrians and cyclists, as well as cycle routes between Acomb and Knapton and Haxby and Clifton Moor. Examples of projects from the 2011 Local Transport Plan which we are (as of mid-2024) working to deliver include York Central, the new frontage to York Station, Haxby Station and the dualling of the A1237 between the A19 Shipton Road and Hopgrove.

Alongside progress with schemes, the policy environment for transport has also changed. City of York Council has pledged to become carbon neutral by 2030, through a 71% reduction in transport carbon emissions. It is not enough to achieve this purely by adoption of electric vehicles – a 20% reduction in driven mileage is also required. The Council has also developed its Local Plan, and is likely to adopt it soon – a process which has required detailed assessment of the impact of new developments on York's transport networks. Other policy changes have brought greater focus on health, affordability/ cost of living and equality.

The third reason a new Transport Strategy is required is the creation of the new York and North Yorkshire Mayoral Combined Authority. The new authority will become the "Local Transport Authority" for York, with control over the transport funding the city receives. As such, it is necessary for York to clearly state its transport priorities so that it can negotiate with the Mayor to receive funding to enact its policies.

A new Transport Strategy for York: Our Vision

In late 2023 City of York Council proposed and then adopted a new vision for transport in York:

“Our vision for transport stems from our Council Plan¹¹ and our four key priorities: Equality, Affordability, Climate and Health (the EACH priorities). Over the coming decades our city and its villages will need to accommodate a growing population whilst also adapting to a changing climate. Our local transport strategy will play a crucial role in addressing these challenges, both in defining how we move around, but also shaping the way that we use our streets and public spaces.

We want to create a York that is open and accessible to everyone, with affordable and healthy transport options no matter where you live. We also want our transport networks to enhance our wonderful city and its villages by actively improving the health of residents, supporting a thriving economy, enhancing green spaces and respecting York’s heritage. And all of this needs to happen with an eye to the future; ensuring that our transport systems are resilient to the changes ahead and help to tackle climate change.

These challenges present us with an opportunity to reshape our transport system and shape a network that meets the needs of the people of York for decades to come.

In 2030 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.”

The Vision is supported by ten Strategic Objectives. We will:

- 1 Support an inclusive, accessible, affordable city
- 2 Support delivery of the Climate Change Strategy
- 3 Support delivery of the Economic Development Strategy
- 4 Improve health and wellbeing through healthy place shaping
- 5 Enhance safety and personal security
- 6 Improve the local environment by reducing air pollution and noise
- 7 Enhance the reliability of the transport system
- 8 Protect the city’s heritage and enhance public spaces.
- 9 Accommodate the envisaged growth of the city in the most sustainable way
- 10 Future-proof our city



11 <https://www.york.gov.uk/CouncilPlan>

Our Policy Focus Areas

Our ten Policy Focus Areas (each of which is underpinned by a series of policies) will lead the city towards the vision set out in this strategy, and help us meet the ten objectives outlined above. The 10 Policy Focus Areas are:

- **Improve accessibility** - to shape a city that is accessible to everyone – so that everyone, including young people, women, disabled people and anyone with a protected characteristic, is able to access all the facilities which they need, and all areas of the city, and its villages, have accessible, reliable and affordable bus services to key destinations.
- **Improve walking, wheeling and cycling** – so that cycling, walking and wheeling become more attractive and offer better alternatives to the car. Key to this will be creating a continuous network of safe and high-quality cycle, walking and wheeling routes, and giving all active travel users greater priority on roads and at junctions. Effectively integrating new modes like e-bikes into York's transport network will also be important. These changes will achieve a doubling of active travel journeys by 2030.
- **Shape Healthy Places** - to encourage physical activity by ensuring that all communities in York are inclusive, feel safe and offer all the facilities which people need on a daily basis within easy reach whether walking, wheeling, cycling or travelling by public transport. We will improve district centres so that people can meet more of their shopping, work and leisure needs locally, without having to travel by car. We will improve streets and spaces in York to help us adapt to future climate change and for the benefits of all users, including people who have limited mobility, hearing or sight loss. We will focus on planting, lighting, surfaces and the quality and feel of streets and spaces in York. We will improve broadband connectivity to enable people to work, study and shop from home.
- **Improve Public Transport** - we will improve public transport so that all areas of the city have good and reliable public transport access. Key to this will be extending the bus network, ensuring effective and reliable early and late services when people need them, and upgrading high frequency bus services – in some cases into bus rapid transit services or possibly light rail transit systems. We will also work to upgrade heavy rail services where they play a local role or support our other policies. Not only will this result in a 50% or greater increase in bus patronage by 2030, it will also enhance the viability of public transport and protect its future.
- **Safeguard our environment** - we will encourage the take-up of electric vehicles because they have no tailpipe emissions. However, we know that simply converting existing internal combustion-engine trips to electric vehicle trips will not be enough to meet Climate Change targets, reduce congestion, or improve air quality and health sufficiently. We must achieve reductions in the absolute number of car miles travelled too.

- **We will develop a Movement and Place Plan** which reallocates road-space to create safe and connected networks for walking, wheeling, cycling, public transport, and freight, whilst facilitating essential vehicle journeys, for residents, businesses and visitors alike – helping deliver York’s economic and environmental strategies and draft Local Plan by making walking, wheeling and cycling more attractive and buses more reliable. The Movement and Place Plan will also identify how best to balance the needs of streets as travel corridors and as places where people live, shop, go to school and enjoy their leisure. It will facilitate all kinds of journey including trips to and from outside of the city, and will recognise York’s place in the wider region. A key to the Movement and Place Plan will be using York’s new traffic models to manage congestion, along with new ways to manage highways and deliver transport schemes with minimal environmental impact.
- **Reduce car dependency** - to provide safe and comprehensive networks so that alternatives to the car are the obvious choice for a growing proportion of transport users, whilst enabling those who have to use motorised vehicles to get about more easily. We will manage parking to provide access for shops and business, while discouraging car use for journeys which could be made by sustainable modes. New developments will be planned so that active travel and public transport are the obvious choice. We will also promote behavioural change by supporting people as they switch travel modes, for example, through travel

planning. Together these changes will reduce the number of miles travelled on York’s roads by at least 20% by 2030.

- **Manage freight** - so that York’s businesses have efficient access for their supplies, goods and services, while at the same time reducing the impact of heavy lorries and light goods vehicles on carbon emissions, air pollution, safety and damage to heritage.
- **Undertake effective maintenance and enforcement and management of streetworks** - so that the condition of York’s transport networks enables the transition to greater use of sustainable transport. Enforcement of traffic rules and effective management of street-works will be a key tool in achieving our stated objectives.
- **Monitor the transport network and finance the changes** – so that the effectiveness of our policies can be monitored, and funding attracted to deliver York’s new transport strategy as effectively as possible.

Each Policy Focus area was endorsed in the Our Big Transport Conversation engagement.

We discuss the individual policies within each Policy Focus Area in the next section of the Strategy.

Our Policies to take us to 2040

Over the next pages of the Strategy we set out our individual policies. Many of these are ambitious but need to be seen in the context of the Strategy, which will govern transport in York for 16 years from 2024 to 2040. We believe that ambitious policies are realistic given the long proposed duration of the Strategy, and the need for action.

Policy Focus Area I: Accessibility

Our vision for improving accessibility is to:

“Shape a city that is accessible to everyone – so that everyone, including young people, women, disabled people and anyone with a protected characteristic, is able to access all the facilities which they need, and all areas of the city, and its villages, have accessible, reliable and affordable bus services to key destinations.”



The vision was supported by 90% of respondents to Our Big Transport Conversation

Our policies to deliver the improvements we seek are:

Policy 1.1

Provide Blue Badge parking spaces near significant trip attractors within the city centre, including the foot streets area, and in all district and village centres. Our target is to have Blue Badge parking spaces as close as possible, ideally within a 150m (over accessible terrain) distance of significant trip attractors (see also Policy 1.5 on seating).

Policy 1.2

Cycle parking at significant trip attractors within the city centre and in all district and village centres and at employers, leisure sites, training, education and other facilities.. Our aim is that cycle parking should be provided as near as practically possible to significant trip attractors – ideally within 50m and closer if possible. In addition, we aim for at least 5% of our cycle parking to be accessible for non-standard cycles including family cargo cycles, trikes, recumbent cycles and cycles with trailers, and for all cycle parking to be accessible for disabled cyclists.

Policy 1.3

Accessible design: Our target is to develop walking, wheeling and cycle networks to accommodate wheelchair users, mobility scooter users, riders of adapted cycles and family/cargo bikes, while ensuring safety for all users. This will include the removal of inaccessible barriers and the provision of dropped kerbs.

Policy 1.4

Accessible public transport. Work with stakeholders to improve accessibility of public transport for all users, and to increase the amount of accessible seating. Through the licensing policy we will continue to work with taxi and private hire providers to increase the number of wheelchair accessible taxis and private hire vehicles in York. We will also continue to improve bus stops and shelters to improve personal security (e.g. by ensuring adequate lighting levels). We will work with the rail industry to improve the accessibility of York and Poppleton Stations and work with the Rail Industry to ensure that the forthcoming Haxby rail station is fully accessible.

Policy 1.5

We will aim to ensure seating at 50m intervals within the footstreet area and in all district and village centres, and the routes to them, to allow people to rest during their journeys.

Policy Focus Area 2: Improve Walking, Wheeling and Cycling

Our walking, wheeling and cycling vision is to:

“Improve walking, wheeling and cycling – so that cycling, walking and wheeling become more attractive and offer better alternatives to the car. Key to this will be creating a continuous network of safe and high-quality cycle, walking and wheeling routes, and giving all active travel users greater priority on roads and at junctions. Effectively integrating new modes like e-bikes into York’s transport network will also be important. These changes will achieve a doubling of active travel journeys by 2030.”



This vision was supported by 85% of respondents to Our Big Transport Conversation.

Our policies

Policy 2.1

Maintain York’s Transport User Hierarchy, first adopted in 1989 – but adapt it to allow even more efficient use of roadspace. The hierarchy places walking at the top of the hierarchy followed by cycling, public transport and then car traffic. We will ensure that it is applied appropriately and consistently in all scheme designs, policy decisions and funding allocations. Accessibility will be considered collectively as per policy focus area 1 as well as within and at the top of each mode of the hierarchy.

Policy Focus Areas Transport hierarchy

People with protected characteristics who are pedestrians, wheelchair users, wheelers etc. Other pedestrians.

Cyclists with protected characteristics and other cyclists

Public transport users with protected characteristics and other public transport users

Disabled car drivers and passengers

Powered two wheelers

Commercial and business users

Car drivers and passengers

Parked vehicles on the highway

When applying the transport hierarchy there will be some instances where compromises have to be made to accommodate differing needs, or to work within space constraints. The transport hierarchy provides a strong guide but can’t be used as an absolute rule.

Policy 2.2

Create a priority walking, and wheeling network, jointly with partners including the disabled community, walking and environmental groups, developers and employers. This network will offer safe, high quality continuous routes to the city centre, all district and village centres, schools, colleges, healthcare facilities, shops and places of employment. We envisage this network will, once complete, cover the whole city to provide a joined-up network.

Policy 2.3

Develop a programme to upgrade pedestrian and cycle crossings on all parts of the priority walking, wheeling and cycle network, to include greater priority and reduced delay at signalised crossings, countdown signals at major crossings, priority at crossings of side roads (including providing either dropped kerbs or tables to allow level crossing), removal of barriers and guardrails and significantly improved pavement maintenance. An initial stage will improve crossings at all junctions on what is now the inner ring road, other routes in the heart of the city centre (e.g. Piccadilly, Rougier Street, Tower Street) and in the district centres.

Policy 2.4

Seek funding to comprehensively upgrade the city centre footstreet network to provide wheelchair accessible surfaces, clearly de-lined to indicate where vehicles are permitted. We will look to eliminate pathways which are narrow, uneven, poorly drained or with cross slopes.

Policy 2.5

Create a fully connected priority cycling network jointly with partners including

the disabled community, cycling and environmental groups, developers and employers. We aim for this network to be comprehensive and continuous, and ensuring effective routes to and through the city centre, and to district and village centres, schools, colleges, healthcare facilities, shops, places of employment and other large trip attractors and key destinations.

Policy 2.6

Develop a programme to upgrade cycling facilities on all parts of the priority cycle network, to include continuous cycle lanes, segregated where appropriate, priority at traffic signals, safe provision to negotiate roundabouts and regular maintenance to ensure that surfaces, signs and markings are safe. The first step in this process will be to draw up our 'Movement and Place Plan (see policy 6.1) and seek funding to upgrade key missing links and problem areas in the cycle network, with the aim of creating a connected network.

Policy 2.7

Community support. Recognise that some groups of people face more barriers to walking, wheeling and cycling. Identify the barriers (such as lack of cycle parking, lack of confidence) and work with these communities to ensure that everyone has equal access to walking, wheeling and cycling. Include audits for mobility / sensory impaired people in assessments of existing facilities/ design of new facilities.

Policy 2.8

Support the development and use of e-bikes, and expand micromobility options such as scooters where appropriate to complement other modes of transport.

Policy Focus Area 3: Shape Healthy Places

Our Vision for Shaping Healthy Places is:

“To encourage physical activity by ensuring that all communities in York are inclusive, feel safe and offer all the facilities which people need on a daily basis within easy reach whether walking, wheeling, cycling or travelling by public transport. We will improve district centres so that people can meet more of their shopping, work and leisure needs locally, without having to travel by car. We will improve streets and spaces in York to help us adapt to future climate change and for the benefits of all users, including people who have limited mobility, hearing or sight loss. We will focus on planting, lighting, surfaces and the quality and feel of streets and spaces in York. We will improve broadband connectivity to enable people to work, study and shop from home.”



This vision was supported by 85% of respondents to Our Big Transport Conversation.

Our policies

Policy 3.1

Review each area of York, village and district centre and aim to ensure that it has all key facilities within walking, wheeling or cycling distance, and design effective public transport where longer distance journeys are required to access key facilities.

Policy 3.2

Explore the feasibility of providing each centre with a communications, mobility and delivery hub for parcels, and facilities such as toilets, safe cycle storage, pushchair, mobility scooter and cycle hire and repair workshops.

Policy 3.3

Adopt the principles in 3.1 and 3.2 for all new developments, including all strategic sites in the Local Plan. Produce a Supplementary Planning Document on Sustainable Transport to specify these requirements, and those covered in other Policy Focus Areas.

Policy 3.4

Embed the Healthy Streets approach [link: <https://www.healthystreets.com/>] into relevant guidance and decision making to create high quality public spaces and encourage walking, wheeling and cycling.

Policy 3.5

Safe streets. Consider traffic measures such as ‘Home Zones’ to create safe streets for walking and cycling. Identify the streets within communities that need intervention from the Local Cycling and Walking

Infrastructure Plan, safety audits and resident consultation. Encourage new developments to embed measures such as Safe Streets into the design from the outset. Reflect measure such as Safe Streets in the wider Movement and Place Plan

Policy 3.6

Adopt the Vision Zero approach, seeking to eliminate all fatalities and serious injuries on York's roads. Work with partners, such as North Yorkshire Police, and stakeholders to use the appropriate and proportionate tools available to reach this goal. This work will include infrastructure design, behaviour change, technology, legislation and enforcement.

<https://www.brake.org.uk/how-we-help/national-campaigns/the-change-we-want/vision-zero#:~:text=A%20Vision%20Zero%2C%20or%20Safe,%2C%20disease%2C%20unhappiness%20and%20inequality>.

Policy 3.7

Require larger scale transport schemes and infrastructure projects to undertake Health Impact Assessments to ensure health benefits are considered and maximised.

https://www.who.int/health-topics/health-impact-assessment#tab=tab_1

Policy 3.8

Our approach to transport planning for the future will use the 'Decide and Provide' approach which decides on a preferred future, assessing what travel needs that will generate and providing a development path best suited to achieving this. This is to mitigate against development which increases vehicle traffic in York.

Policy Focus Area 4: Improving public transport

Our Vision for Improving Public Transport is:

“We will improve public transport so that all areas of the city have good and reliable public transport access. Key to this will be extending the bus network, ensuring effective and reliable early and late services when people need them, and upgrading high frequency bus services – in some cases into bus rapid transit services or possibly light rail transit systems. We will also work to upgrade heavy rail services where they play a local role or support our other policies. Not only will this result in a 50% or greater increase in bus patronage by 2030, it will also enhance the viability of public transport and protect its future.”



This vision is supported by 88% of respondents to Our Big Transport Conversation.

Our policies

Policy 4.1

Work with bus operators to create a comprehensive network of bus services, accessible to as many residents and visitors as possible, and providing services at weekends and for the night-time economy. Seek funding for and set challenging targets for increased bus network coverage, and ensure that all low-income areas are appropriately served. Ensure that all new development (10 or more dwellings) are designed for bus access, with appropriate service frequencies provided as early as possible after first occupancy. Consider alternative models of service provision (e.g. franchising) if it is not possible to achieve the desired network of services commercially.

Policy 4.2

Use infrastructure design and network management to increase the reliability and efficiency of bus services. Set challenging targets for increased bus reliability. As a first step, develop a proposal for a dedicated priority route for buses (as part of the Movement and Place plan – see policy focus area 6), and other sustainable transport, across the city centre, including effective enforcement of existing regulations in Piccadilly and Pavement.

Policy 4.3

Work with local communities to obtain funding to develop community transport schemes such as community minibuses, dial-a-ride and car clubs and share schemes, particularly to fill any gaps in the bus network. Consider the introduction of a shuttle bus in the footstreets area of the city centre.

Policy 4.4

Work with Park & Ride operators to deliver an enhanced commercially viable service with the aim of increasing the use of Park & Ride buses, and develop Park and Ride sites as access hubs for local communities and villages and for inter-urban buses and coaches. Use all tools available including infrastructure design, network management, route planning and car parking charges to drive up patronage and maximise the reliability and efficiency of the Park and Ride services.

Policy 4.5

Develop a rail strategy to guide the approach to rail investment and priorities within York, with the aim of increasing passenger numbers on rail services and identifying opportunities for enhanced or new routes and services.

Policy 4.6

Ensure that the redesign of the Railway Station makes it more sustainable, better able to support walking, wheeling, cycling and buses, and less dependent on car access. Ensure that Poppleton and the proposed station at Haxby are at the centre of effective walk/ wheel/ cycle/ bus networks.

Policy 4.7

Enable multi-modal journeys, using all opportunities to improve interchange facilities across the bus network (such as cycle parking provision and shelters) and work with stakeholders to explore multi-operator ticketing, and provision for cycles, wheelchairs and mobility aids on buses and trains.

Policy 4.8

Develop an integrated fares policy for all road-based public transport which encourages and rewards frequent use and makes bus use affordable for young people and low-income households.

Policy 4.9

Work with the taxi/ private hire trades to encourage greater provision of wheelchair accessible, low emission vehicles in York.

Policy 4.10

Consider the scope for providing water-based access to York city centre – e.g. using the existing tour boat service or water taxis – to provide an attractive alternative to driving into York for visitors.

Policy Focus Area 5: Safeguarding our environment by cutting carbon, air pollution and noise

Our vision for safeguarding our environment is:

“We will encourage the take-up of electric vehicles because they have no tailpipe emissions. However, we know that simply converting existing internal combustion-engine trips to electric vehicle trips will not be enough to meet Climate Change targets, reduce congestion, or improve air quality and health sufficiently. We must achieve reductions in the absolute number of car miles travelled too.”



This vision was supported by 74% of respondents to Our Big Transport Conversation.

Our policies

Policy 5.1

Continue to expand public EV charging facilities, working with private sector, developers etc, to keep pace with the demand for public charging, both by commuters and visitors and for those residents without access to residential off-street charging. This will be a development of CYC's existing EV Charging Strategy

Policy 5.2

Use the powers available to local authorities to further incentivise EV/ hybrid replacement of petrol/ diesel engine vehicles in York – for example through differential parking charges for resident's parking schemes.

Policy 5.3

Review the current Bus Clean Air Zone (e.g. to cover large/ heavy commercial vehicles) if required to meet air quality targets. Consider further action in locations where traffic emissions are a significant contributor to poor air quality and noise.

Policy 5.4

Take all carbon impacts and induced travel demand into account when assessing infrastructure projects and calculating their carbon impact and contribution to York's net zero carbon goal.

Policy 5.5

Support development of green infrastructure along transport corridors with the aim of delivering a transport network that achieves and where possible exceeds government and local biodiversity net gain targets.

Policy 5.6

Continue the work to convert CYC's own vehicle fleet to electric vehicles where this is practical and suitable vehicles are available.

Policy 5.7

Consider how transport infrastructure in York, especially new infrastructure, can be used to support the environment – e.g. through sustainable drainage, urban cooling etc

Policy 5.8

Work with York's tourism/visitor sector to maximise sustainable transport use by visitors – both for reaching York and travelling around the city once visitors have arrived.

Policy Focus Area 6: Manage the road network for Movement and Place

Our vision for Movement and Place is:

“We will develop a Movement and Place Plan which reallocates road-space to create safe and connected networks for walking, wheeling, cycling, public transport, and freight, whilst facilitating essential vehicle journeys, for residents, businesses and visitors alike – helping deliver York’s economic and environmental strategies and draft Local Plan by making walking, wheeling and cycling more attractive and buses more reliable.



The Movement and Place Plan will also identify how best to balance the needs of streets as travel corridors and as places where people live, shop, go to school and enjoy their leisure. It will facilitate all kinds of journey including trips to and from outside of the city, and will recognise York’s place in the wider region.

A key to the Movement and Place Plan will be using York’s new traffic models to manage congestion, along with new ways to manage highways and deliver transport schemes with minimal environmental impact.”

This vision was supported by 81% of respondents to Our Big Transport Conversation.

Our policies

Policy 6.1

Develop a Movement and Place Plan for York which identifies how best to balance the needs of streets to enable people to travel and as places where people live, shop and enjoy their leisure. Include a specific priority network plan for each mode of transport (private vehicles, freight vehicles, public transport, emergency services and active travel modes). As part of this Plan, critically assess the future role of what is now the inner ring road

Policy 6.2

Identify the locations where a Movement and Place Plan could create opportunities such as the planned improvement of the A1237 outer ring road, providing potential for a different approach to traffic in central York. In addition, we will look at where movement and place are most seriously in conflict, such as Gillygate, and design schemes to take early action which are consistent with the Movement and Place Plan.

Policy 6.3

We will commit to managing the network to tackle air pollution, maintaining accessibility for disabled transport users, and promoting and prioritising the use of walking, wheeling, cycling and public

transport in line with our Transport Hierarchy and the Council's duties under the Traffic Management Act.

Policy 6.4

To make travel safer for pedestrians, wheelers and cyclists, adopt 20mph as the default speed limit for all roads through residential areas (including new developments), within the city centre, near schools, in villages and at retail areas and parks.

Policy 6.5

Maintain our highway assets (including walking, wheeling and cycling routes) in line with the priorities outlined in the York transport hierarchy and with the aim of managing risk, minimising disruption and delay, and increasing the reliability of the network.

Policy 6.6

Our approach to infrastructure, junction and road improvement schemes will use the 'Decide and Provide' approach which decides on a preferred future, assessing what travel needs that will generate and providing a development path best suited to meeting those needs. We will only consider road capacity schemes if they relieve pressure from sensitive parts of the transport network, or after all other options have been explored. We will work with developers to obtain funding to upgrade sustainable travel networks to and from new developments, in-line with the policies in the draft Local Plan

Policy 6.7

Futureproof our transport network for emerging technologies such as autonomous vehicles and unmanned aerial vehicles (drones)

Policy Focus Area 7:

Reduce car dependency

Our vision for reducing car dependency is:

“We will provide safe and comprehensive networks so that alternatives to the car are the obvious choice for a growing proportion of transport users, whilst enabling those who have to use motorised vehicles to get about more easily. We will manage parking to provide access for shops and business, while discouraging car use for journeys which could be made by sustainable modes. New developments will be planned so that active travel and public transport are the obvious choice. We will also promote behavioural change by supporting people as they switch travel modes, for example, through travel planning. Together these changes will reduce the number of miles travelled on York’s roads by at least 20% by 2030.”



This vision was supported by 78% of respondents to Our Big Transport Conversation.

Our policies

Policy 7.1

Encourage walking, wheeling and cycling to school and work by working with schools, developers and employers, helping to create travel plans, improving way-finding, and considering measures such as school streets and ‘park and stride’. We will develop case studies to show how many people can easily live less car dependent lives – often reducing their expenditure on transport and living more active lives in the process.

Policy 7.2

Encourage businesses and organisations operating within the city to reduce their transport footprint. (E.g. staff travel plans, sustainable transport options to business parks, cycle lockers for businesses.) Work

with developers and businesses to create and implement effective travel plans.

Policy 7.3

Develop a wider set of campaigns such as car-free days to encourage people to consider alternatives to the car.

Policy 7.4

Promote zero emission car share and car clubs to reduce the need for car ownership. Aim to have a car share scheme or car club available in all suburbs and villages around York and in new developments, with an ambition for most residents to have a car-share/club car available within 500m of where they live.

Policy 7.5

Develop a parking strategy to cover all Council managed parking within 400m of the city centre, which assesses parking needs and sets parking charges designed to make it more attractive to use Park and

Ride or the bus, or to walk, wheel or cycle. Set Council managed parking supply to satisfy requirements for essential journeys to the city centre, and take steps to enhance the quality of that parking provision.

Policy 7.6

We will keep under review our Residents' Parking Scheme to ensure it delivers our policy and works to the benefit of all residents. Residents' parking schemes allow you to park in your community, and they could be extended to cover all areas of the city, with an aim to reduce non-residents using residential streets for long-stay parking. On street car parking may need to be reallocated to create space for bus and cycle facilities (in line with the council's adopted hierarchy of road users see Policy 2.1). Where this results in a dedicated disabled bay needing to be moved the council will provide an alternative car parking space within 150m (or preferably less) of their home, with an accessible route between the resident's home and the disabled car parking bay. In a similar way we will work with blue badge holders so the same principles apply where possible.

Policy 7.7

Review the parking stock in private ownership within 400m of the city centre, and engage with stakeholders to develop their policies which encourage patterns of use consistent with the aims of Policy idea 7.5, as well as the wider aims of the transport strategy.

Policy 7.8

Adopt standards for maximum levels of parking provision in new developments which are consistent with the objectives of this Local Transport Strategy and the draft Local Plan, and encourage developers to reduce parking provision to below these maximum standards when considering planning applications.

Policy 7.9

Publicise sustainable transport options and developing travel plans.

Policy Focus Area 8:

Improving freight & logistics

Our vision for freight is that:

“York’s businesses have efficient access for their supplies, goods and services, while at the same time reducing the impact of heavy lorries and light goods vehicles on carbon emissions, air pollution, safety and damage to heritage.”



The vision was supported by 85% of respondents to Our Big Transport Conversation.

Our policies

Policy 8.1

Work with the Mayor to develop and implement a freight and logistics strategy based on the principles of net-zero emissions, improved air quality, safe movement, working in partnership, protecting assets and buildings, freight consolidation and efficiency of movement. Within the strategy develop and implement different plans for long distance, local and last-mile movement.

Policy 8.2

Provide one or more transshipment facilities on the edge of footstreets area. Work with businesses to understand the impact of a limit on freight movements within the city centre to electric vehicles of 3.5T or less. Promote and support the use of cargo bikes.

Policy 8.3

Work with businesses to understand the impact of designating a limited road network for freight vehicles of over 7.5T, which ensures access to all key destinations, including transshipment facilities, but avoids undue use of narrower inner-city streets and residential roads. Ensure that this network is maintained to meet the needs of such vehicles.

Policy 8.4

Review the provision of loading bays in and around the city centre and district centres to ensure that they meet the needs of business, while avoiding disruption to other road users and sustainable modes of transport in particular.

Policy 8.5

Support significant freight users to develop delivery and service plans to specify hours of delivery, access routes from the outer ring road, vehicle size and specification. Work with local logistics companies to develop Logistics Plans with a similar focus.

Policy Focus Area 9: Effective maintenance and enforcement and management of streetworks

Our vision is that we will undertake

“effective maintenance and enforcement and management of streetworks so that the condition of York’s transport networks enables the transition to greater use of sustainable transport. Enforcement of traffic rules and effective management of street-works will be a key tool in achieving our stated objectives.”



This vision was supported by 83% of respondents to Our Big Transport Conversation.

Our policies

Policy 9.1

Maintain the streets in our footstreets area to a standard which complements York’s beautiful historic city centre.

Policy 9.2

Define a key walking and wheeling network and maintain this network to ensure that pavements are clean, level and safe to use throughout all seasons, that seating is serviceable and that pavements are otherwise free of street clutter, furniture and parked vehicles. As resources permit, adopt similar principles for paths elsewhere.

Policy 9.3

Define a key cycling network and maintain this network to ensure that signs and markings are up to date, that surfaces are level and well-drained, and that designated

cycle lanes and paths are free of clutter, debris and parked vehicles and safe to use throughout all seasons. As resources permit, adopt similar principles for cycleways and paths elsewhere.

Policy 9.4

Maintain the bus stops, shelters, static and real-time information so that they are serviceable and information is fully up to date.

Policy 9.5

Maintain the main and secondary road network so that surfaces are free of potholes and well-drained, signs and markings are up to date and visible and signals and variable message signs are fully functioning. Ensure that roadways, signs and markings are fully reinstated following work by statutory undertakers. As resources permit, adopt similar principles for roads elsewhere.

Policy 9.6

Use the parking enforcement powers available to reduce the number of vehicles parking on pavements and in cycle and bus lanes, as well as at points where parking disrupts traffic movement or poses a safety risk. Consider using lane rental systems to manage streetworks.

Policy 9.7

Use the moving vehicle enforcement powers available, and work jointly with North Yorkshire Police and the Mayor substantially to reduce the occurrence of speeding, red light running, illegal movements, blocking of box junctions and undue vehicle noise.

Policy Focus Area 10: Monitoring the transport network and financing the changes

Our vision:

“Monitoring the transport network and financing the changes – so that the effectiveness of our policies can be monitored, and funding attracted to deliver York’s new transport strategy as effectively as possible.”



This vision was supported by 81% of respondents to Our Big Transport Conversation.

Our policies

Policy 10.1

Develop, maintain and use effective and proportionate strategic modelling tools which assess the impacts of proposed policies on the objectives of the Local Transport Strategy, and use such tools both to appraise such policies to justify funding and regularly to appraise the overall Strategy.

Policy 10.2

Draw up a monitoring and evaluation plan which measures impacts on the objectives of this Local Transport Strategy, as well as on changing patterns in transport behaviour, on an annual basis. Include measures that identify the impact of transport schemes on people with protected characteristics, and use this data to improve inclusivity over time.

Policy 10.3

Place the results of the annual monitoring programme in the public domain, so that residents and businesses are fully aware of the impact of the Strategy, and use the results to assess performance and fine-tune the Strategy as necessary.

Policy 10.4

Conduct a detailed assessment of the capital and revenue funding requirements of the Strategy, assess the extent to which these could be met from Council resources, funds available to the Mayoral Combined Authority, and conventional opportunities for bidding for government funding. Identify the other potential sources of funding, including enhanced parking revenues, and other transport-related revenue sources being applied by other local authorities.

Policy 10.5

Develop and maintain lists of projects for each mode (walking and wheeling, cycling, buses, freight and general traffic), in broad order of cost-effectiveness, and use those lists to bid for specific funding as opportunities arise.

The Next Steps

The arguments for change set out in this document are compelling. The policies which are specified will allow a new and effective approach to transport provision in York which will take us to 2040.

Because transport has the potential to improve our health, provide more affordable movement, open up access to opportunities such as jobs and training and limit climate and environmental damage, there is no time to lose in enacting the Strategy.

Consequently, the next steps in York's transport journey will be to start work on the projects and initiatives which will deliver the improvements this Strategy requires.

We need to consider our existing projects and how they can best contribute to the new Strategy. We will review many of our processes and programmes to make sure they are delivering in accordance with our modal hierarchy. In some areas the Council will need to increase its skills and capacity to rise to new challenges – for example, delivering new types of transport schemes.

We will set targets and collect, analyse and publish data to make sure our Strategy is achieving its objectives. If we are not achieving our targets we will consider why this is and what changes we need to make.

We will engage throughout this process. Communications will be important. As well as conventional announcements we will want to promote sustainable travel and will work with residents and local businesses

and organisations to do so. We will arrange events and festivals to inspire people.

Our steps will be set out in Implementation Plans – of five years duration. Our first will be published at the end of 2024 and will cover the period to 2029. The first Implementation Plan will set out how Movement and Place principles can be embedded in York. We will work with the Mayoral Combined Authority to pilot this as a new approach in the city. It may be suitable in the wider region too.

A key consideration is obviously funding. We will work with many partners – regional and central government, property developers, large local employers and organisations, transport operators and many other bodies and stakeholders to find funding for our transport strategy. There are also potential funding sources from within City of York Council. We will need to calibrate delivery programmes to reasonable expectations of funding we can attract.

By 2032, York will be a vibrant, prosperous, welcoming and sustainable city, where everyone can share and take pride in its success.

This Strategy shows how transport will contribute to that vision.



If you would like this document in an alternative format, please contact:

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Publication date: September 2024



Place Scrutiny Committee**22 September 2026**

Report of the Head of Democratic Services

Place Scrutiny Committee Work Programme**Summary**

1. This report presents the Committee's draft work programme for the municipal year 2026/27 at Annex A for Members' consideration.

Background and Approach

2. The Committee sets its own programme of work, with input from Executive Members, officers and residents. A draft work programme is set at the start of the municipal year and, as a live document, is a standing item for consideration at each meeting.
3. The Committee's work programme should not be considered a fixed, rigid schedule, but instead can be adapted to reflect any new and emerging issues throughout the municipal year, and any timetabling issues that might occur from time to time.
4. In agreeing its work programme, the Committee should consider the resources, remit and powers available to it whilst also prioritising those areas of scrutiny which would be of most value. The role and remit of the Committee is set out fully in Article 8 of the Council's Constitution.
5. In considering any developments and/or modifications to the work programme, effort should be made to:
 - Avoid unnecessary duplication, including any existing groups already monitoring a particular issue.
 - Ensure any review work has clarity and focus of purpose, will add value, and can be delivered within an agreed timeframe.
 - Consider available resources and relevant timeframes, bearing in mind the Committee's workload and the type of scrutiny activity.

- Build in sufficient flexibility to enable consideration of any urgent matters that may arise during the municipal year, noting that items can be carried over to the following municipal year if required.

Implications and Risk Management

6. There are no direct implications or risks arising from this report; any relevant implications and risks will be identified in the cover report for each agenda item.

Recommendations

7. Members are asked:
- i. To consider and agree the Committee's draft work programme for the 2026/27 municipal year.

Reason: To ensure that the Committee maintains an appropriate programme of work.

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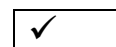
**Report
Approved**



Date 14 September
2026

Wards Affected:

All



For further information please contact the author of the report.

Background Papers

City of York Council Constitution, Article 8: Scrutiny,
<https://democracy.york.gov.uk/documents/s185896/08%20-%20Article%208%20-%20Scrutiny.pdf>

Annexes:

Annex A – Place Scrutiny Committee Draft Work Programme, 2026-27

Reviewed August 2026

Committee Meetings

Item	Lead Officer / Executive Member	Notes
16 June 2026 (additional meeting)		
Recycling Review	Dave Atkinson, Ian Hoult / Cllr Kent	Pre-decision scrutiny; Move from boxes to bins: public engagement and business case.
Car Parking Charges Review	Garry Taylor, Claire Foale, Helene Vergereau / Cllr Ravilious	Pre-decision scrutiny
21 July 2026		
Water Quality	Dave Atkinson, Mark Henderson / Cllr Kent	Following aims of Motion on Water Quality passed at Full Council November 2025, to explore and consider all the ways CYC and partners can improve water quality in York. Yorkshire Water and campaign group representatives to be in attendance.
Mayoral Development Zone (MDZ) at York Central	Garry Taylor, Ben Murphy / Cllrs Kilbane, Lomas	York and North Yorkshire Combined Authority (YNYCA) colleagues to be in attendance.
22 September 2026		
YNYCA Mayor's Local Transport Plan	Gary Taylor, Tom Horner, Josh Singer / Cllr Ravilious	YNYCA colleagues; part of consultation on the LTP.
24 November 2026		
Affordable Housing TBC	Garry Taylor, Andrew Bebbington / Cllrs Merrett, Perrett	Follows Chair's discussion with officers in fulfilment of March 2024 Council Motion.

Reviewed August 2026

Item	Lead Officer / Executive Member	Notes
Section 106 Process Improvements TFG Report? TBC	Cllr Steward (Chair of TFG)	Task and Finish Report
12 January 2027		
TBC		
16 March 2027		
TBC		

Potential or unallocated topics

Item	Lead Officer / Executive Member	Notes
Finance and Performance Quarterly Reports	Debbie Mitchell, Ian Cunningham / Cllr Lomas	Regular quarterly briefing to be shared with members via e-mail.
Library Needs Assessment Report (containing data from the Early Engagement Consultation)	Pauline Stuchfield / Cllr Kilbane	Briefing provided in October 2025 on feedback from consultation on library usage that fed into the Assessment of Need document. This information will then feed into a library strategy and associated budget savings (target £600k) proposals which will be then consulted on. Further opportunity further Scrutiny including either be a part of the consultation or pre

Reviewed August 2026

Item	Lead Officer / Executive Member	Notes
		scrutiny (or both) before recommended proposals for Executive likely in the first quarter of 2026.
Assets of Community Value (ACVs)	Nick Collins / Cllr Lomas	How can CYC: • Promote adding to the local register of ACVs; • Make it easier for residents and community groups to nominate an ACV; • Celebrate the success stories of ACVs in our community to encourage new nominations; • Prepare for law changes on the Community Right to Buy in securing a wider range of ACVs.
Car Parking provision across the city	Garry Taylor / Cllr Ravilious	Covering public, private and Park & Ride provision, Blue Badge parking, income received, usage, impact on closing Castle Car Park on the wider estate, wider aims e.g. shifting to less polluting vehicles, approach taken for busy shopping areas outside of the city-centre (e.g. Haxby, Acomb Front St), future of Res Park.
Parking Enforcement	Garry Taylor / Cllr Ravilious	Costs of service / Income generated - scope to improve? Can we offer services to private land owners? Activity across entire local authority area - How many enforcement officers do we have, how many fines issued, which areas of their city are they issued in, how often are Res Park zones visited. A view of this over the last 5 - 10 years would be helpful for identifying trends. • Position on pavement parking • Consistency of enforcement (seen officers apply different limits to Double Yellow Lines)

Item	Lead Officer / Executive Member	Notes
		- Hotline performance - how many reports logged, how many of these received visits in a timely manner (or at all) - Out-of-hours drop in provision due to over-stretched Police unable to prioritise parking
Review of York's economy / economic development strategy	Claire Foale? Garry Taylor? Cllr Lomas? Cllr Kilbane?	Stock-take of performance against current strategy and its relevance next to the Combined Authority's economic development role, as well as key personnel changes within CYC; Pros and cons of combining economic development services with the Combined Authority
Planning and Development Services - enforcement	Dave Atkinson / Cllr Pavlovic	Operational challenges / opportunities, performance over the last 5-10 years relative to staffing numbers, numbers of (known) breaches by developers. Non-parking enforcement generally; including A-Board ban.
Make It York	Andy Laslett, Ben Murphy	General update on their work, successes, challenges, relationship with all of the market traders, plans for Christmas Market (with reference to Committee's previous recommendation to look at ways to "spread" it out to reduce crowding and make it more accessible).
Park & Ride	Garry Taylor / Cllr Ravilious	Opportunity to feed into full tender, following likely short-term tender discussed at March 2025 Scrutiny.
Review of the original Bus Service Improvement Plan (BSIP) and other Bus-related matters	Garry Taylor / Cllr Ravilious	- Review of how the first BSIP has gone, achievements, next steps, future asks of the Combined Authority - Enhanced Bus Partnership; how effective is it, is this the best model for delivering service improvements for residents? - Bus stop improvements

Reviewed August 2026

Item	Lead Officer / Executive Member	Notes
York's Pay Gap	Claire Foale / Cllr Lomas	For 2026 as already had an initial report on the Gender Pay Gap — what is the city's pay gap like in relation to ethnicity and disability? What is the Council doing to support local businesses — especially smaller ones — to improve on their gender pay gap performance?
Highway Maintenance	Dave Atkinson / Cllr Ravilious	Adoption of the Highway Infrastructure Asset Management Plan will go through public decision making.

Agreed Task and Finish Groups (TFGs)

Topic	Membership	Notes
Section 106 Agreements Process Improvements Date for consideration of draft report: Autumn/Winter 2026 (TBC).	Cllrs Steward, Merrett, Pavlovic, Orrell, Taylor, Vassie	Originated with agreed Council Motion, September 2025; remit agreed by Place Scrutiny Committee, 19 May 2026; full details at: https://democracy.york.gov.uk/documents/s189235/Task%20and%20Finish%20Proposal%20s106.pdf Meetings held 3 July and 3 August 2026, next meeting TBC .

Possible Task and Finish Groups (TFGs)

Topic	Origin	Notes
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Reviewed August 2026

Holiday Lets	May 2025 Committee meeting.	Discussed at May 2025 EPAT meeting; no further action taken.
On-Street EV Charging	November 2025 Committee meeting.	Discussed at November 2025 Place Scrutiny meeting arising from item on Electric Vehicle Charging Strategy.

Scrutiny Member Briefings

Topic	Committee	Lead Officer / Executive Member	Notes
30 June 2026			
Integrated Care Board (ICB) Changes	People Scrutiny Committee	Peter Roderick / Cllr Steels-Walshaw	Postponed until autumn 2026.
12 October 2026			
Integrated Commissioning Strategy	People Scrutiny Committee	Sara Storey, James Wanstall, Sam Blyth / Cllr Steels-Walshaw	
Independent Reviewing Service Annual Report 2025/2026	People Scrutiny Committee	Martin Kelly, Danielle Johnston, Sophie Keeble / Cllr Webb	Annual update
22 October 2026			
Integrated Care Board (ICB) Changes	People Scrutiny Committee	Peter Roderick / Cllr Steels-Walshaw	Initial briefing on structural changes; to be followed by briefing on implementation phase at an appropriate point.

Place Scrutiny Committee Draft Work Programme 2026/27

Reviewed August 2026

ANNEX A

10 Year Anti-Poverty Strategy	Corporate Scrutiny Committee	Pauline Stuchfield, Sam Blyth / Cllr Lomas	Annual update
3 December 2026			
TBC			
3 February 2027			
TBC			

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