

Rougier Route Consultation Report

June 2026

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Introduction

This report sets out the approach to, and results from, the first three phases of public consultation on the Rougier Route proposals. If approved, the scheme itself is designed to be a trial, running as an Experimental Traffic Regulation Order (ETRO), the 18 months of operation will form phase 4 of the consultation.

- Phase 1: stakeholder engagement in early 2025
- Phase 2: full public consultation in late 2025/early 2026
- Phase 3: targeted engagement with Bishophill residents in spring 2026

Phase 1: Stakeholder engagement

This key, early phase of engagement sought to bring initial ideas to groups which could be most affected by the proposals. We included in the briefing sessions information on how the project had come about via BSIP funding and how our modelling showed each of the early options may affect wider traffic. We also demonstrated the other measures around the whole city and how the Rougier Route is part of a key target to reduce congestion and improve access to transport.

Briefings were held with:

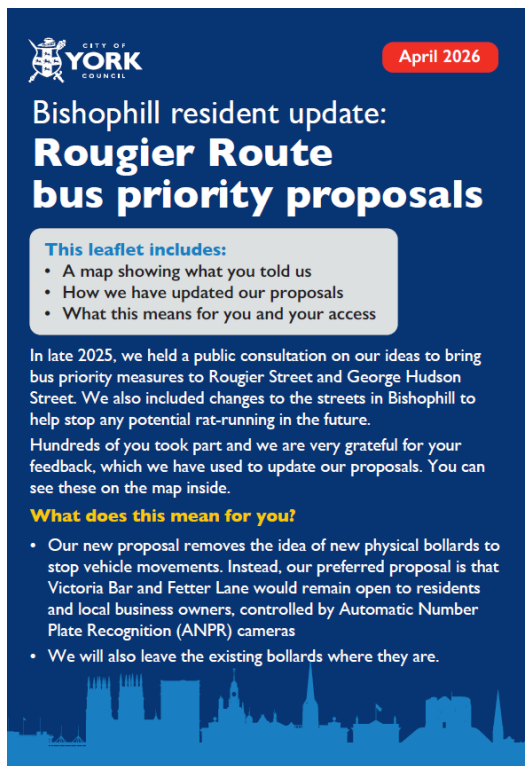
- York Access Forum
- York business groups
- Tourist Advisory Board
- Bus operators
- Taxi trade

Phase 2: Full public consultation in late 2025/early 2026

Following stakeholder engagement in early 2025, a wide-reaching public consultation was held from 19 November 2025 to 12 January 2026. It was designed to encourage residents and businesses to share their views in an eight-week consultation setting out how the Rougier Route could work, how it responds to resident, business and visitor needs, and the anticipated benefits and impacts.

Phase 3: Targeted consultation with Bishophill residents

Following significant feedback from Bishophill residents within Phase 2, project officers returned to residents in April 2026 with revised proposals. The front cover of the leaflet produced for this is below.



Methods of consulting & headline results

Initially called the City Centre Sustainable Transport Corridor, the project was renamed Rougier Route to give it more relevance to people travelling around York and to encourage greater interest and take-up in the consultation.

All materials were written to a reading age of 9 and guided by the Social Model of Disability's language. The Rougier Route consultation followed on from the Local Transport Strategy which sought to make transport issues more interesting and engaging, to ensure we hear a wider range of voices.

To ensure the consultation was widely communicated, a full communications and engagement plan was produced and followed.

The consultation was launched to the public on 19 November 2025. Launch activity included;

- A media briefing attended by the BBC, Local Democracy Reporter and Bauer radio
- Online version of the consultation using Citizen Space
- Live-action video to explain the reasoning behind the proposal
- An animation to show how the proposals could work
- Promotion on CYC social media platforms
 - Facebook (21k followers)
 - Next Door (34k followers)
 - Instagram (5.5k followers)
 - LinkedIn (19k followers)
- In the first week, across all platforms our posts promoting the consultation received over 28,000 views.
- Advertising of and holding in person events & workshops – held locally to Bishophill and at York Explore
- Promotion in e-newsletters with links through to Citizen Space
- Copies of the consultation leaflet (Annex 1) issued to all libraries and Explore centres in York
- Letter written to over 2000 households within the YO1 6xx area (Bishophill) (Annex 2)

In December 2025, a pre-election period was called which meant we paused proactive work but the consultation remained open and continued to receive responses.

Who we reached & how we engaged

There were five key methods of engagement:

1. Online survey using Citizen Space

This allowed us to host all materials, including technical drawings, to allow residents and businesses to scrutinise the proposals. We also embedded the video and animation which explained the project in more detail. The data collected via Citizen Space is presented later in this document.

Using Citizen Space as a platform meant we could clearly and cleanly explain complex data and embed materials such as maps and videos, so that everything was in one place.

Rougier Route Proposals


Overview

Help us create The Rougier Route - a better way through York

Help shape proposals for the Rougier Route

Closes 12 Jan 2026
Opened 19 Nov 2025

Contact
01904 551550
ourbigconversation@york.gov.uk



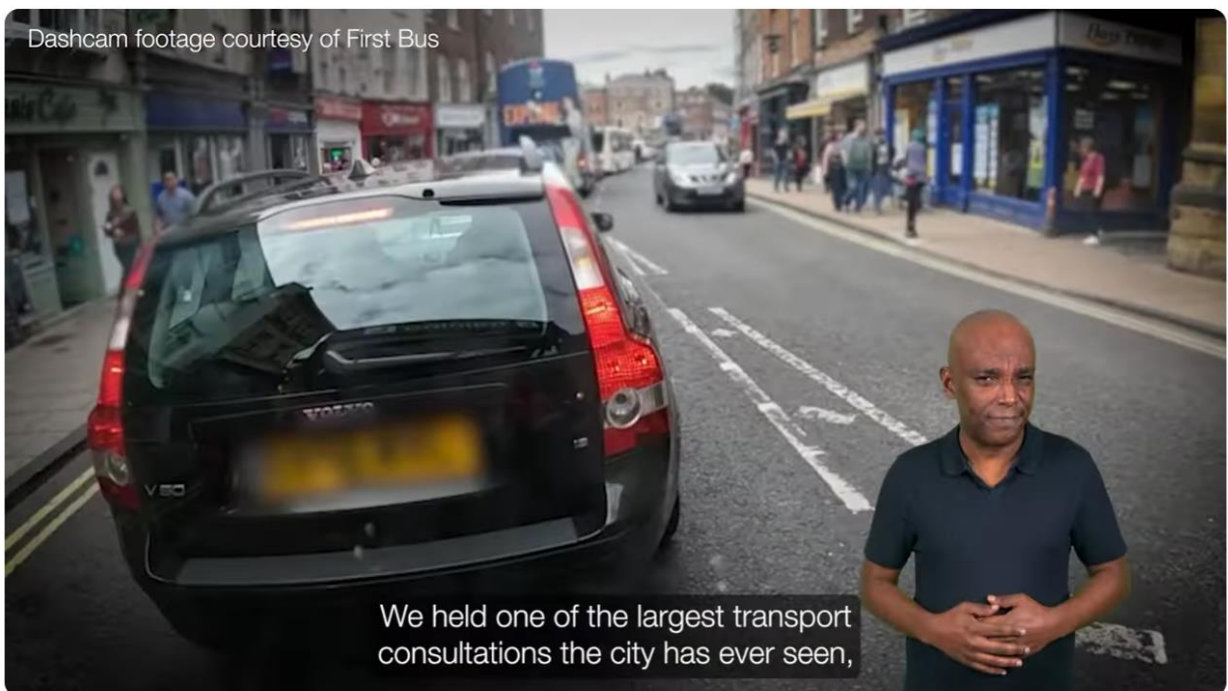
A screengrab of the consultation homepage.

We also made two videos – one live action to explain the issues, and one animation to show the proposals and how we have listened to residents:



Explaining the Rougier Route

The live action video was presented in BSL and included footage as well as testimony from bus drivers about the issues that congestion cause for residents:



Help shape proposals for the Rougier Route

2. Proactive engagement with external media

In order to ensure the widest possible audience for the consultation, we worked extensively with local and regional media. The consultation featured in York Press, York Mix, BBC (across multiple platforms, from radio to web), and coverage helped spread the word among non-residents who commute in to York for education, leisure or work.

Media coverage included a series of articles at launch, and throughout the consultation to encourage people to take part. The BBC also attended one of our in-person events and spoke to residents to get their thoughts on the proposals for tv.

3. In-person events, briefings and workshops

We hosted a series of sessions dedicated to residents and businesses so that we could hear and learn from their responses to the proposals. Events open to the public were communicated in advance via press activity, letters to residents, social media and newsletters, plus listed on Citizen Space, to ensure as many people as possible could attend.

a. Public events held in accessible venues

These were very well attended by Bishophill residents in particular, with over 300 people speaking to the project team.

In order to prevent future rat-running in the streets around Bishophill, measures were proposed including new bollards and access restrictions. Events were held at Middleton's Hotel locally, with a mix of times and dates to encourage as many people to attend as possible and to understand what the proposals meant for them. The events were also publicised in letters posted to YO1 6xx residents at the start of the consultation. A further event was also held at York Explore in the late afternoon and evening. All events were held in accessible venues with accessible toilets, and had technical, comms/engagement and transport staff present, as well as the Executive Member for Transport, present. We also had leaflets available to take away with full contact details of how to take part.

Across more than 9 hours in total, we met several hundred residents, listening to their comments and making notes of the conversations.



In addition, project officers were invited to an in-person meeting of the Bishophill Action Group, where they spoke to residents and listened to the debate.

b. Stakeholder workshops held both in person and online

Disabled resident engagement:

York's network of disabled residents were represented at briefing sessions including with the York Access Forum. At launch, materials were shared with disability groups via CYC's Access Team.

We also engaged internally with CYC's SEND school transport and York Independent Learning and Travel (YILTS) team to understand how the proposals may impact on young people they work with.

Business engagement:

In addition to project officers visiting affected frontages during summer and autumn 2025, Micklegate traders held an event attended by Ward Members and the transport project team to discuss delivery and access needs.

Businesses and York's hospitality industry was also engaged via presentations to the Tourism Advisory Board, hosted by York St John University.

Taxi trade:

Private hire and Hackney carriage operators received dedicated briefing sessions, including how the proposals could operate and how our modelling predicted possible shifts in traffic.

Operators told us how passengers could face increased costs if congestion worsens around the railway station and Nunnery Lane if taxis were not allowed to use the bus priority measures. They also highlighted how SEND school transport could be impacted by additional journey times and the importance of keeping journeys as short as possible. They also raised the issue of times of day the bus measures could operate and a desire to keep them to the same as Coppergate, especially for night-time journeys to the railway station.

SEND learners:

In order to hear directly from York's SEND community, we invited learners from Blueberry Academy to meet the transport team and Executive Member. We then paid a return visit several weeks later to Blueberry where learners had prepared their own responses to the consultation and described how they travel around York.

4. Emails and phone calls

The CYC dedicated email address for consultations – OurBigConversation@york.gov.uk – was used for the entire period and is in fact still receiving enquiries, which are being responded to individually.

In particular during the November 2025-January 2026 period we received high levels of emails with several hundred people writing in, mostly from the Bishophill area. We also received questions from residents of the wider York area about how the project may affect them, why we had selected these streets, etc.

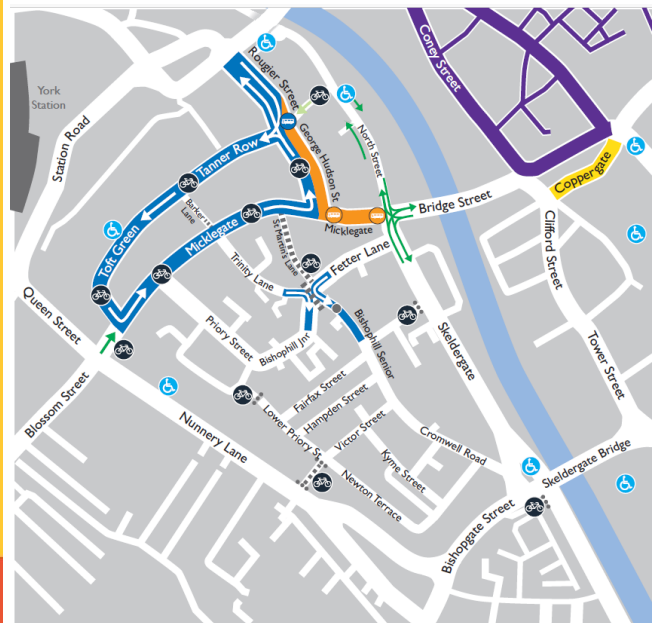
Each one of more than 125 emails received a bespoke response from the project team within a week of being sent, and many conversations were entered in to via email. All emails were logged and have been read by the project officers.

We also ensured that anyone who wanted to speak to us by phone could do so, and we received several calls via our Customer Service desk. These included some very insightful conversations with local residents include those who hold a Blue Badge but do not have their own car or access to the same vehicle each time they need to travel by car.

5. Materials in York Explore centres and libraries

As the proposals had potential benefits and impacts on a very wide audience, we worked with York Explore to ensure that copies of the consultation leaflet were made available in every Explore centre and library across the city.

The front cover of the leaflet, and a map from inside, are shown below:

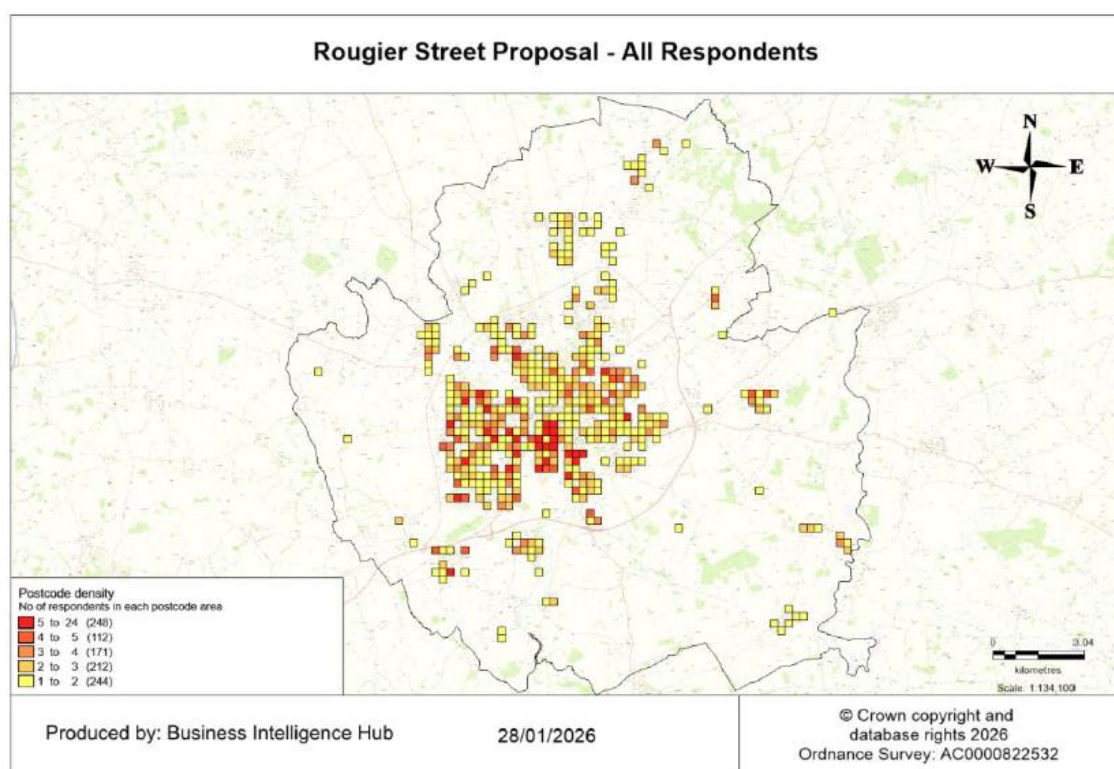


Results evaluation: Online version, question by question

We asked a range of quantitative and qualitative questions with several having free-text boxes for people to give longer responses. This was in addition to the email where people could, and did, send in feedback.

Question 1 asked people to confirm they had read the privacy notice.

Question 2: We asked the respondent's postcode to ensure we heard from local and regional people rather than further afield, which often happens with transport consultations. The map below shows the postcodes of people who took part:



Key facts and figures:

1175 people responded online [this includes people who sent in a paper copy of the questions, and were inputted to the platform]

Ages of respondents: This consultation received a higher than average response rate from working age people, including 22% from those aged under 39 and 29% aged 40-55.

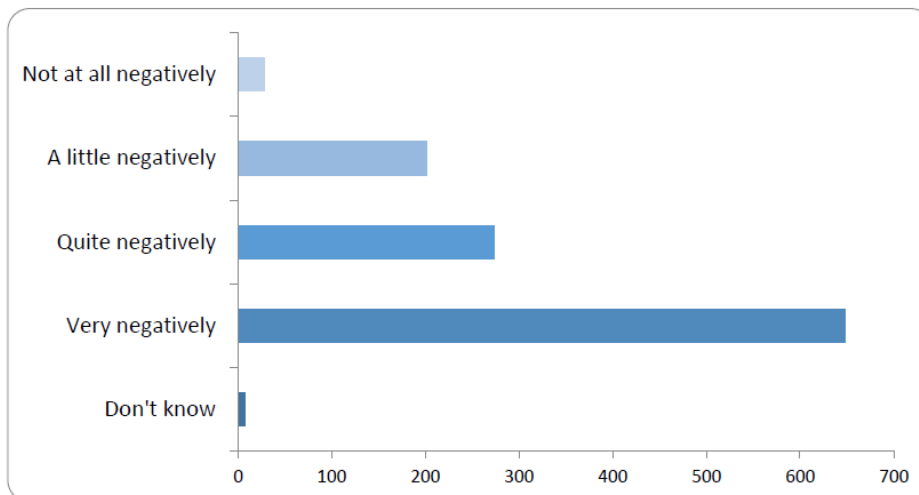
The split in gender was less balanced, with 51.66% of responses from men, 36.34% from women and 1.36% from non-binary, with 9% preferring not to say.

11.15% of responses were from disabled residents, which is representative of 2021 census data which shows 10% of York’s population are disabled people.

In the online survey, 57% of all respondents agreed that encouraging more people to travel by bus will reduce congestion and 58.44% said our proposals would, or maybe would, help York’s bus services run more reliably

- **Question 3: How much do you think York is negatively affected by traffic congestion? (all respondents)**

There were 1158 responses to this part of the question.



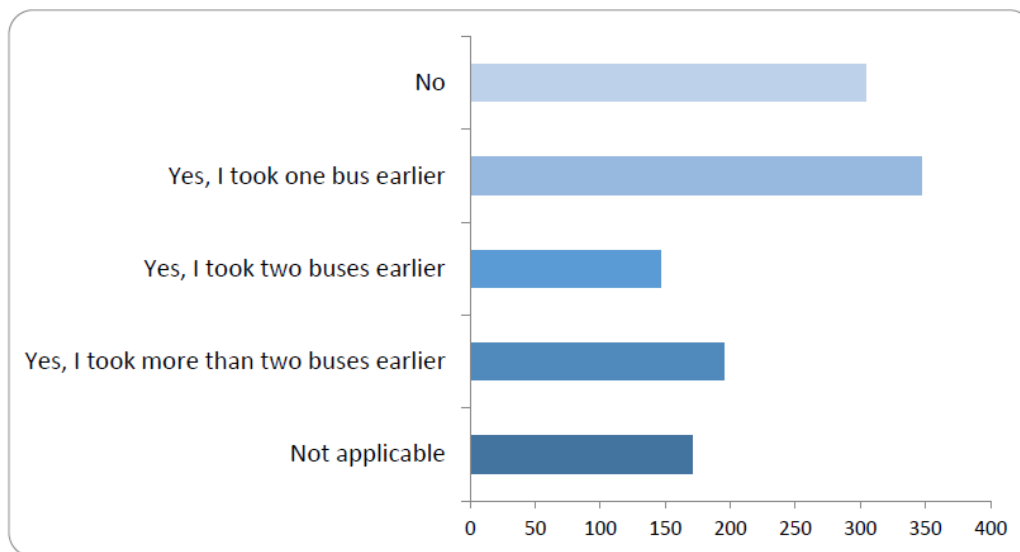
Option	Total	Percent
Not at all negatively	28	2.42%
A little negatively	202	17.44%
Quite negatively	273	23.58%
Very negatively	648	55.96%
Don't know	7	0.60%

When we look at the responses by age, the highest response to 'very negatively' came those aged 25 to 39 (65.5%). Those aged 16 to 24 gave the second highest response to 'very negatively', with 62.8%.

	Not at all negatively		A little negatively		Quite negatively		Very negatively		Don't know		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
All responses	28	2.4%	202	17.4%	273	23.6%	648	56.0%	7	0.6%	1158	
Age												
Prefer not to say	7	12.5%	15	26.8%	15	26.8%	16	28.6%	3	5.4%	56	4.9%
Under 16	0	-	0	-	0	-	0	-	0	-	0	0.0%
16-24	1	2.3%	4	9.3%	11	25.6%	27	62.8%	0	0.0%	43	3.7%
25-39	4	1.5%	33	12.5%	53	20.1%	173	65.5%	1	0.4%	264	22.9%
40-55	9	2.7%	66	19.6%	80	23.7%	181	53.7%	1	0.3%	337	29.3%
56-59	0	0.0%	21	21.4%	23	23.5%	54	55.1%	0	0.0%	98	8.5%
60-64	3	2.6%	22	18.8%	35	29.9%	57	48.7%	0	0.0%	117	10.2%
65+	4	1.7%	38	16.1%	55	23.3%	137	58.1%	2	0.8%	236	20.5%

- **Question 4: Have you ever had to take a bus earlier than you needed, because you were worried you might be late? (all respondents)**

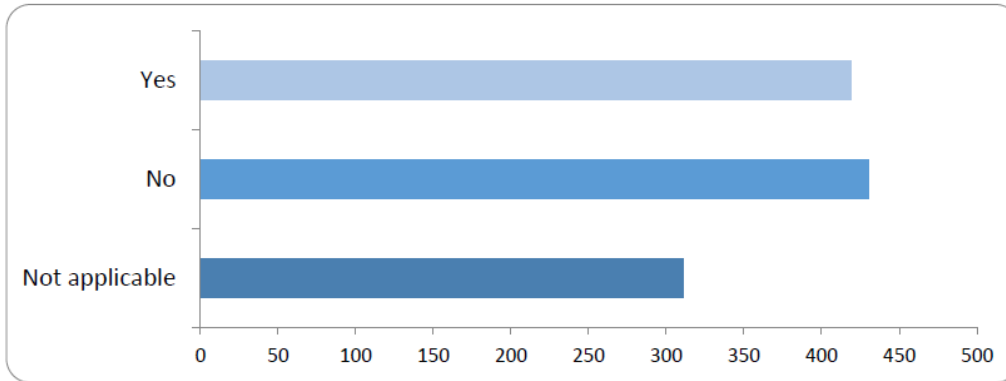
There were 1163 responses to this part of the question.



Option	Total	Percent
No	304	26.14%
Yes, I took one bus earlier	347	29.84%
Yes, I took two buses earlier	146	12.55%
Yes, I took more than two buses earlier	195	16.77%
Not applicable	171	14.70%

- **Question 5: If you've tried the bus before and it's been late, has that made you change your mind and travel by car the next time you made that trip? (all respondents)**

There were 1160 responses to this part of the question.

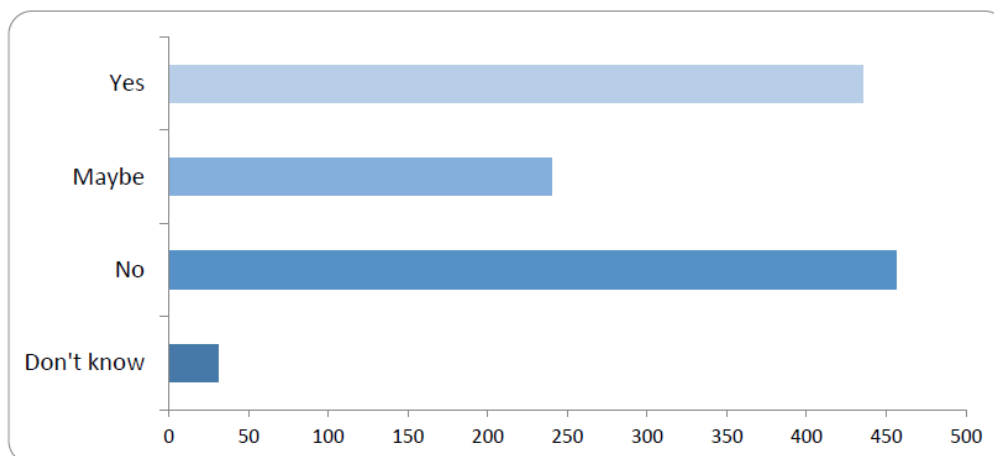


Option	Total	Percent
Yes	419	36.12%
No	430	37.07%
Not applicable	311	26.81%

- **Question 6: Would you use buses more often if we introduced dedicated priority routes for buses and sustainable transport? (all respondents)**

Here, 'yes' and 'maybe' totalled 58.09%

There were 1162 responses to this part of the question.



Option	Total	Percent
Yes	435	37.44%
Maybe	240	20.65%
No	456	39.24%
Don't know	31	2.67%

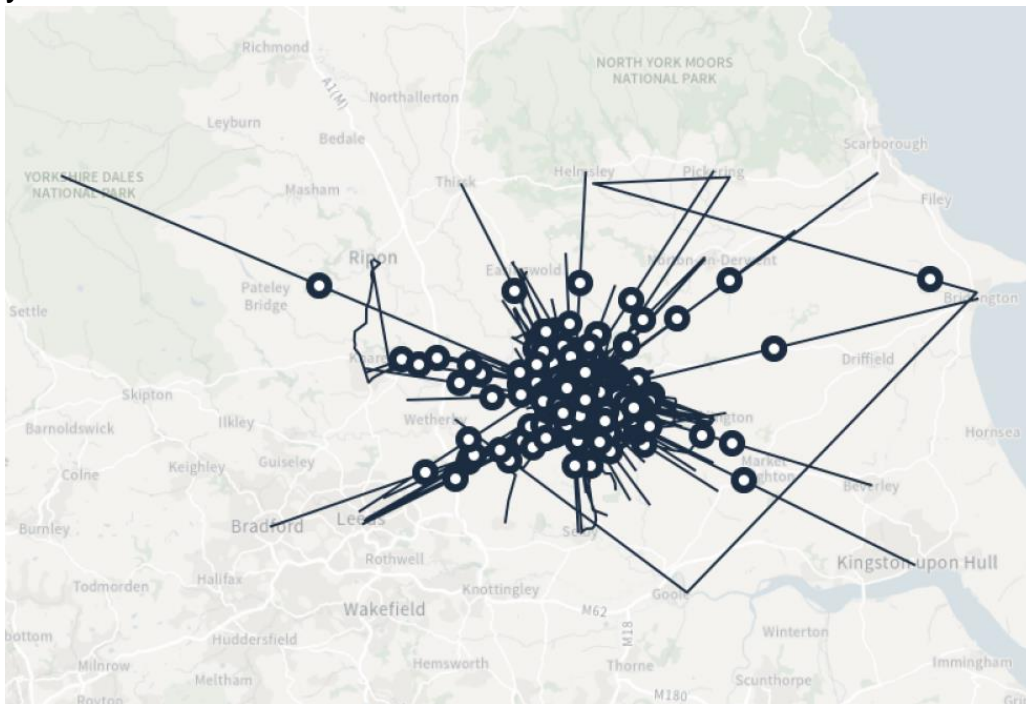
Again looking at age of respondents, we saw the highest response to 'yes' from younger people, in particular 69.8% of people who said yes they would use buses more often. The next highest response to 'yes' came from the next age bracket up, 25-39 year olds (51.1%).

	Yes		Maybe		No		Don't know		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%
All responses	435	37.4%	240	20.7%	456	39.2%	31	2.7%	1162	
Age										
Prefer not to say	6	10.5%	7	12.3%	41	71.9%	3	5.3%	57	4.9%
Under 16	0	-	0	-	0	-	0	-	0	0.0%
16-24	30	69.8%	5	11.6%	6	14.0%	2	4.7%	43	3.7%
25-39	135	51.1%	41	15.5%	86	32.6%	2	0.8%	264	22.9%
40-55	108	31.8%	70	20.6%	156	45.9%	6	1.8%	340	29.4%
56-59	25	25.5%	28	28.6%	43	43.9%	2	2.0%	98	8.5%
60-64	37	31.6%	26	22.2%	49	41.9%	5	4.3%	117	10.1%
65+	93	39.4%	60	25.4%	73	30.9%	10	4.2%	236	20.4%

- **Question 7: Where would you like buses to take you from and to?**

As you can see from the map, we received a significant number of responses with considerable variety in the routes people want to take. This information is being passed to the York & North Yorkshire Combined

Authority as they take bus networks under their control in the coming years.



We also received 74 text answers to this question, and a sample of these is below:

From Clifton Moor or Rawcliffe to Hull Road without passing through the city centre. Or from Clifton Moor to Huntington.

Acomb to Market Weighton

Direct bus route from Acomb/Foxwood to Clifton Moor retail park

A dedicated park & ride to the hospital would considerably improve traffic flow. Other than that I do not see a problem with what we currently have

Nether poppleton business park from city centre

From my home to Derwenthorpe or Heworth or any villages in that side of town.
Also to get to Acomb or Dringhouses or Leeds.

Wheldrake to York including evenings

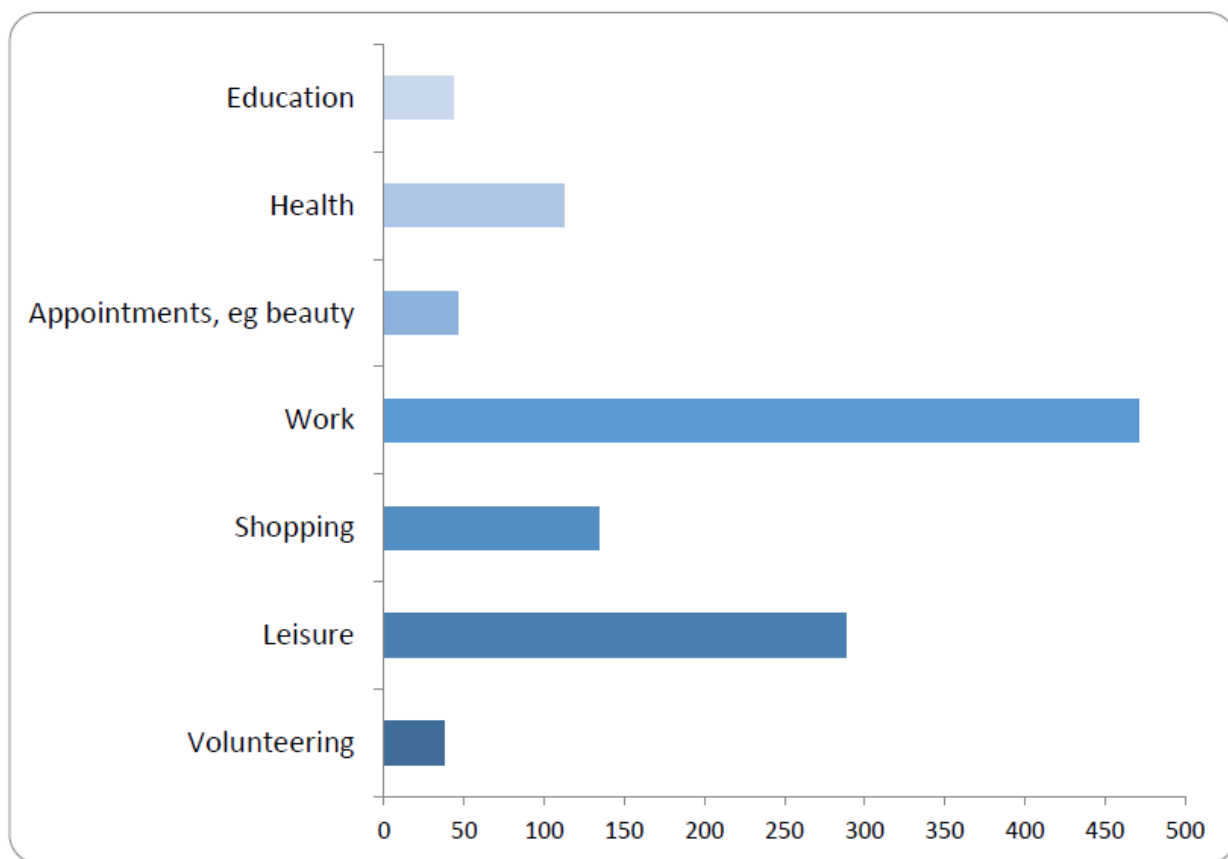
Train station to Fulford. Buses to be timed with arrival of London/Edinburgh trains. Last bus from station should be 23:30

Fulford to York Community stadium

Fulford to acomb

- **Question 8: Thinking about the journey that is most important to you, what is the purpose of the journey?**

There were 1131 responses to this part of the question.



Option	Total	Percent
Education	43	3.80%
Health	112	9.90%
Appointments, eg beauty	46	4.07%
Work	471	41.64%
Shopping	134	11.85%
Leisure	288	25.46%
Volunteering	37	3.27%

We've looked at the age categories for this question. Younger people (aged 16-24) featured highly for education trips, while 60% of people aged 40-55 use buses for work.

	Education		Health		Appointment		Work		Shopping		Leisure		Volunteering		Total	
	No.	%	No.	%	No.	%	No.	%					No.	%	No.	%
All responses	43	4.0%	112	10.3%	0	0.0%	471	43.4%	134	12.4%	288	26.5%	37	3.4%	1085	
Age																
Prefer not to say	2	3.8%	10	19.2%	0	0.0%	20	38.5%	5	9.6%	13	25.0%	2	3.8%	52	4.8%
Under 16	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0.0%
16-24	17	40.5%	1	2.4%	0	0.0%	11	26.2%	4	9.5%	8	19.0%	1	2.4%	42	3.9%
25-39	11	4.4%	11	4.4%	0	0.0%	144	58.1%	15	6.0%	66	26.6%	1	0.4%	248	23.0%
40-55	12	3.8%	22	6.9%	0	0.0%	193	60.3%	25	7.8%	63	19.7%	5	1.6%	320	29.7%
56-59	1	1.1%	5	5.4%	0	0.0%	46	49.5%	18	19.4%	21	22.6%	2	2.2%	93	8.6%
60-64	0	0.0%	16	15.0%	0	0.0%	41	38.3%	20	18.7%	28	26.2%	2	1.9%	107	9.9%
65+	0	0.0%	47	21.7%	0	0.0%	13	6.0%	46	21.2%	87	40.1%	24	11.1%	217	20.1%

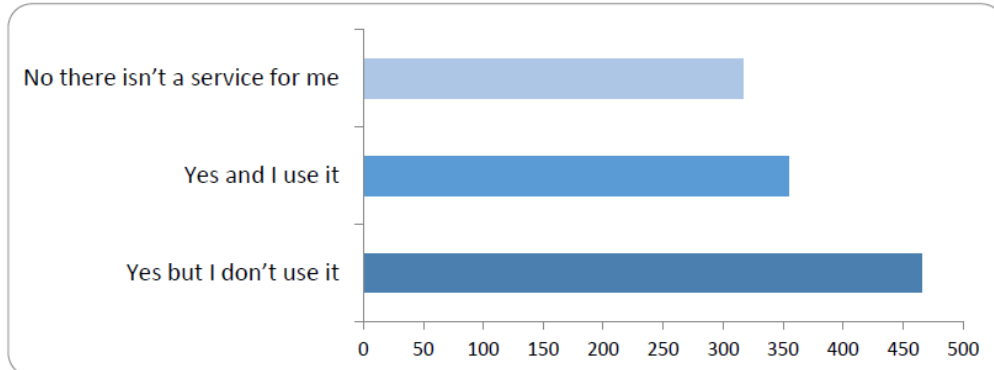
We also looked at the answers here from disabled residents; 38.8% of respondents said that work is the most important reason they use the bus.

	Education		Health		Appointment		Work		Shopping		Leisure		Volunteering		Total	
	No.	%	No.	%	No.	%	No.	%					No.	%	No.	%
Disabled																
Prefer not to say	4	4.0%	10	10.1%	0	0.0%	46	46.5%	7	7.1%	29	29.3%	3	3.0%	99	9.3%
Yes	6	5.0%	25	20.8%	0	0.0%	46	38.3%	16	13.3%	22	18.3%	5	4.2%	120	11.2%
No	33	3.9%	77	9.0%	0	0.0%	370	43.5%	108	12.7%	234	27.5%	29	3.4%	851	79.5%

Within this question we also sought to understand the barriers to people using the existing bus network:

Is there a bus service that gets you there?

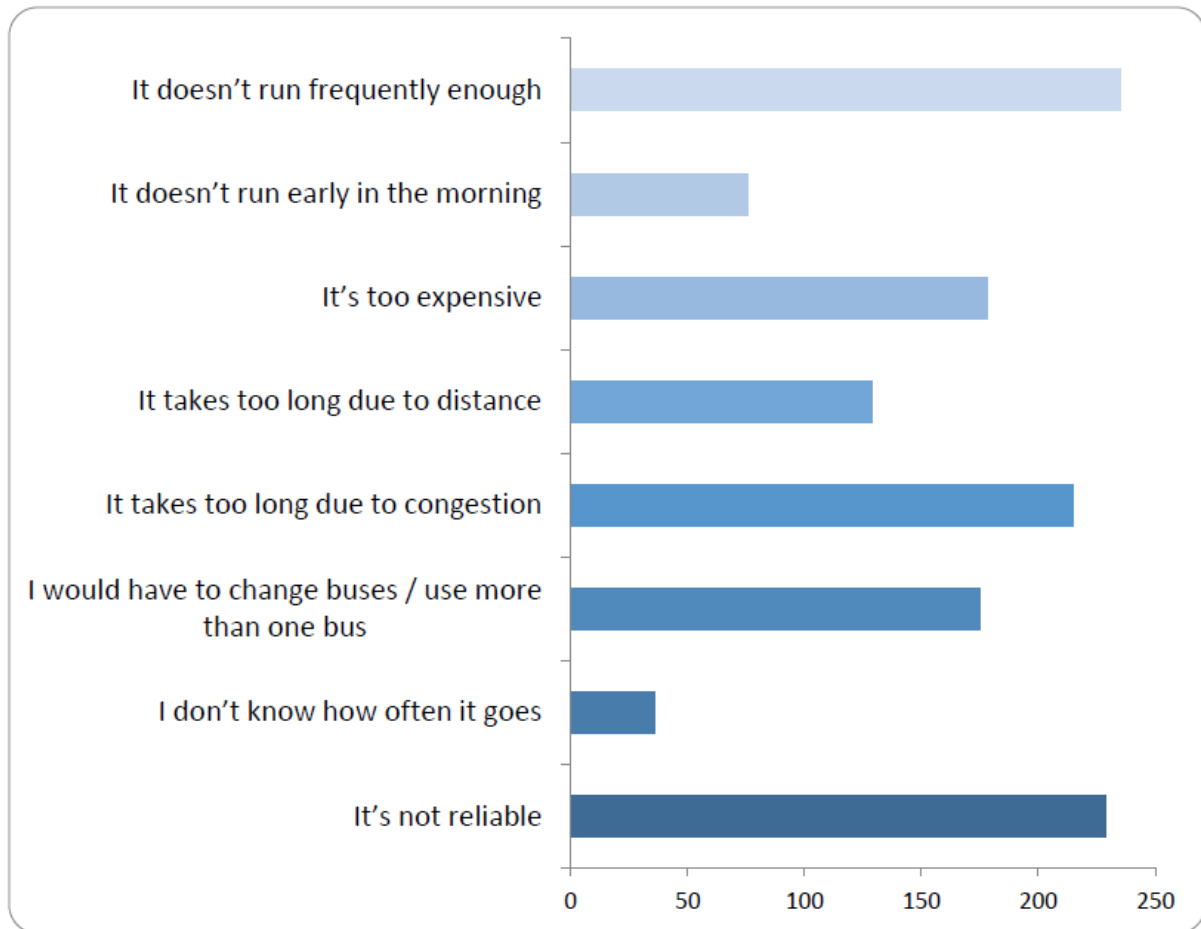
There were 1138 responses to this part of the question.



Option	Total	Percent
No there isn't a service for me	317	27.86%
Yes and I use it	355	31.20%
Yes but I don't use it	466	40.95%

And we then asked if they do not use the bus, why not? Here, the top answer was that buses do not run often enough (40.87%) and then 'it's not reliable' with 39.83%:

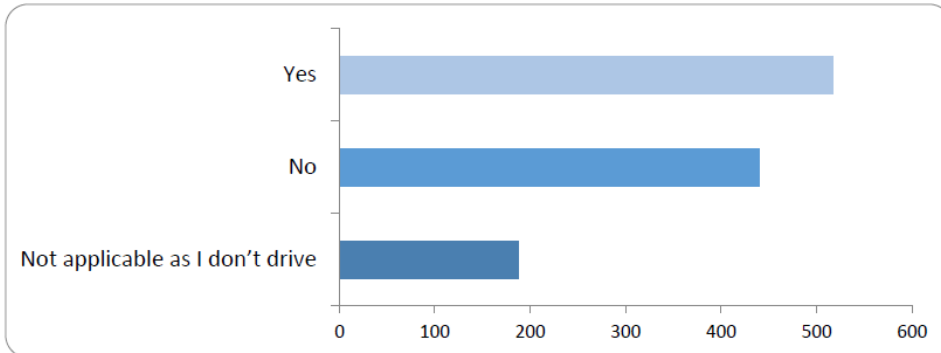
There were 575 responses to this part of the question.



Option	Total	Percent
It doesn't run frequently enough	235	40.87%
It doesn't run early in the morning	76	13.22%
It's too expensive	178	30.96%
It takes too long due to distance	129	22.43%
It takes too long due to congestion	215	37.39%
I would have to change buses / use more than one bus	175	30.43%
I don't know how often it goes	36	6.26%
It's not reliable	229	39.83%

- **Question 9: Would you consider switching from driving a car to using the bus for some of your journeys if it was quicker and more reliable?**

There were 1144 responses to this part of the question.



Option	Total	Percent
Yes	517	45.19%
No	440	38.46%
Not applicable as I don't drive	187	16.35%

This question also included a free-text box and we received many insightful comments. Below is a sample from Blue Badge holders:

I am a paralysed manual wheelchair user and drive myself, provided my wife is available as she loads/unloads my wheelchair.

Using buses in York presents more challenges than in London. In London the buses load in the middle of the bus, an electric ramp provides a gentle sloping ramp and the wheelchair space is large, making movement easier and loading/offloading quicker.

Compare this to York, where the driver has to come out and operate a manual ramp that often has a steep angle. Having accessed the ramp, a tight and narrow corridor has to be negotiated before locating in a compact wheelchair area.

Don't underestimate the stress/concern when waiting for a bus. What time should it come? Will it come? Will the wheelchair space be free? Will there be a confrontation if a buggy and baby are in the space? Will I be able to manage the ramp?

Having said that, if buses were on time, reliable and real time information available, I would use buses more.

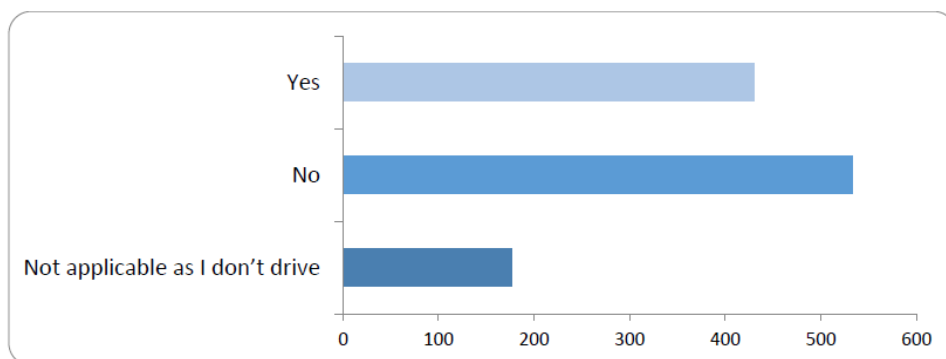
I prefer taking the bus but it is too slow due to congested streets.

to get from fisher gate to acomb I have to allow 1.45 hours to KNOW I can get from the school run to my appointment, it's more reliable if I drive, plus having a disabled baby to care for I can have everything I need with me rather than slugging it on the bus and doing gmy back in

I can't walk far but I might go on a bus with my wheelchair if the space was bigger. Could the council maybe organise some sessions for wheelchair users to practise getting on a bus? And give wheelchairs and mobility scooters priority over baby buggies?

- **Question 10: Would you consider switching from driving a car to cycling, wheeling or walking for some of your journeys if it was along routes with less vehicle traffic?**

There were 1140 responses to this part of the question.



Option	Total	Percent
Yes	430	37.72%
No	533	46.75%
Not applicable as I don't drive	177	15.53%

While there are greater numbers of people who said no to this question, it is encouraging to see the high percentage of people (37.72%) who would consider using an alternative to driving a car.

Under our adopted Local Transport Strategy, we have a target to reduce miles driven by 20% and the 37.72% of people who said yes here could make a significant contribution to reducing congestion.

Again, this question included a free-text box and a sample of responses is below:

Its more reliable

I feel that traffic density is a major discouragement to cycling

I feel unsafe cycling on the roads because of aggressive motorists.

The city centre however is far too car-filled and very off putting as a cyclist. Reducing road traffic would be a significant improvement as a cyclist, but it would also mean when I need to drive to the Quaker meeting house with tools (I do DIY and repairs regularly), it would also vastly reduce how long it takes at peak times by reducing cross-city traffic. The key thing though is that cycling routes need to be unbroken and not twisty - far too many York cycle routes are wildly twisty and you can barely get 20yards in many places without having to massively drop your speed because of crossing a road or going round a tight bend. It really does not help commuters and people who do not have time to slowly meander along at 5 mph (I travel about 15 mph on the bike).

I walk a lot and if there was less traffic it would be more pleasant.

My disabilities make it impossible for me to do more walking than I already do

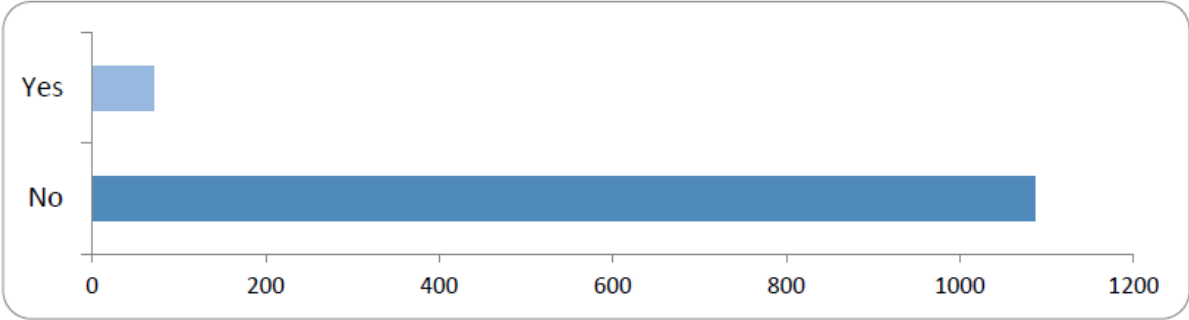
Currently some cycling provision are less than ideal, badly painted cycle paths are not safe and counterintuitive as cars pass by closely. In addition many are poorly maintained making them dangerous to use. Further more many cycle paths are blocked by cars who are parked on the, this doesn't seem to be enforced well.

Not at my age

As needing to travel to multiple locations with equipment public transport unsuitable also multiple locations

- **Question 11: Are you a Blue Badge holder or responding on behalf of someone who is?**

There were 1158 responses to this part of the question.



Option	Total	Percent
Yes	71	6.13%
No	1087	93.87%

Just over 6% of respondents (71) said they have a Blue Badge.

We wanted to ensure that we heard from Blue Badge holders and how they currently travel in York. We included a free-text box with this question and 82 people gave us comments. A sample of these is below:

It will improve access for me and make my journeys faster and more reliable.

If taxis would not be allowed to use the bus route it would impact my visits to my dentist in particular.

would your plans put more traffic onto roads that service the hospital

Make life very difficult and add to journey time from the City to where we live. Already the closure of Micklegate Bar to traffic leaving the city forces us to add 8 minutes to our journey and increases pollution around the station

It would increase journey time and distance to regular appointment on Micklegate from Fishergate

It would take longer for us to reach the Foss islands area as nunnery Lane is always at a stand still when we travel. We are also less likely to stop off at castle car park for a jaunt into the centre as we would no longer be passing it, as we often do and drop in.

Due to illness and medication, immune system is very low, therefore I do not mix with lots of people. I live in the north of York and there are very few routes through to the south of the city. Closing another route will only add to more traffic on those already busy routes. Just makes it harder to visit York.

As explained it's already a nightmare getting across town or using the ring road to get to elderly parents

I rely heavily on taxis from the station into the town centre. The shortest and quickest route. Your proposals will only add time and cost to these journeys as all the traffic is going to be diverted down nunnery lane. I dread to think how long this journey would take if this is implemented!

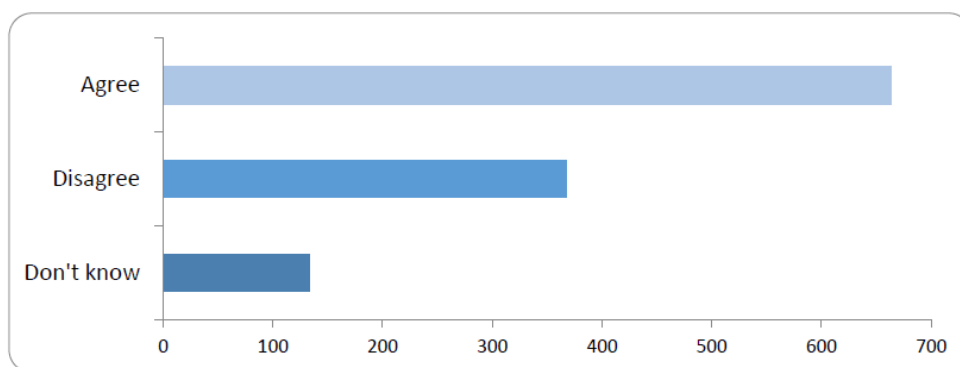
Will stop me from getting into town

It would make our journey significantly more difficult and longer

It would further complicate and restrict travel for people who require blue badge access to the city.

- Question 12: Do you agree or disagree that encouraging more people to travel by bus will reduce congestion?**

There were 1165 responses to this part of the question.



Option	Total	Percent
Agree	664	57.00%
Disagree	368	31.59%
Don't know	133	11.42%

When we look at the answers by age category, again, younger people made up the majority of support here, with 83.3% of people aged 16-24 saying they felt that encouraging more people to go by bus would help reduce congestion:

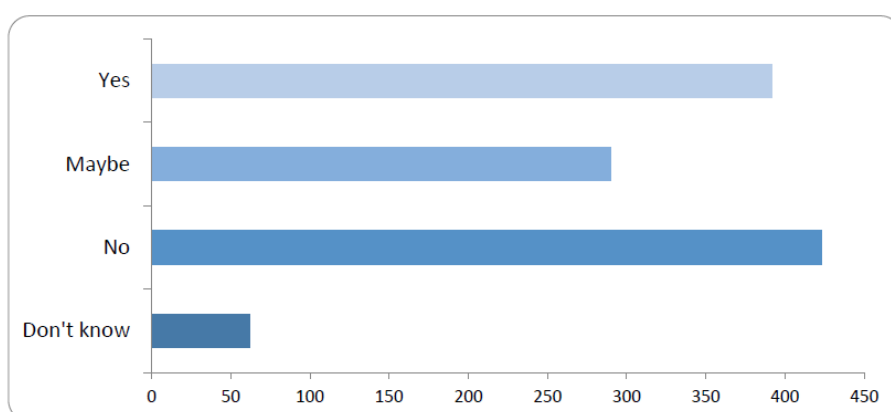
	Agree		Disagree		Don't know		Total	
	No.	%	No.	%	No.	%	No.	%
All responses	664	57.0%	368	31.6%	133	11.4%	1165	
Age								
Prefer not to say	10	17.5%	29	50.9%	18	31.6%	57	4.9%
Under 16	0	-	0	-	0	-	0	0.0%
16-24	35	83.3%	6	14.3%	1	2.4%	42	3.6%
25-39	179	67.8%	71	26.9%	14	5.3%	264	22.8%
40-55	184	54.1%	121	35.6%	35	10.3%	340	29.4%
56-59	51	52.0%	39	39.8%	8	8.2%	98	8.5%
60-64	56	47.1%	44	37.0%	19	16.0%	119	10.3%
65+	145	60.9%	56	23.5%	37	15.5%	238	20.6%

Looking at responses from disabled residents, we received a higher proportion of 'agree' answers (56.2%) to disagree (33.1%).

	Agree		Disagree		Don't know		Total	
	No.	%	No.	%	No.	%	No.	%
Disabled								
Prefer not to say	39	36.1%	52	48.1%	17	15.7%	108	9.4%
Yes	73	56.2%	43	33.1%	14	10.8%	130	11.3%
No	546	60.1%	261	28.7%	101	11.1%	908	79.2%

- **Question 13: Do you think our proposals will help make York's bus services more reliable? (all respondents)**

There were 1167 responses to this part of the question.



Option	Total	Percent
Yes	392	33.59%
Maybe	290	24.85%
No	423	36.25%
Don't know	62	5.31%

We've included here how these answers were broken down by age:

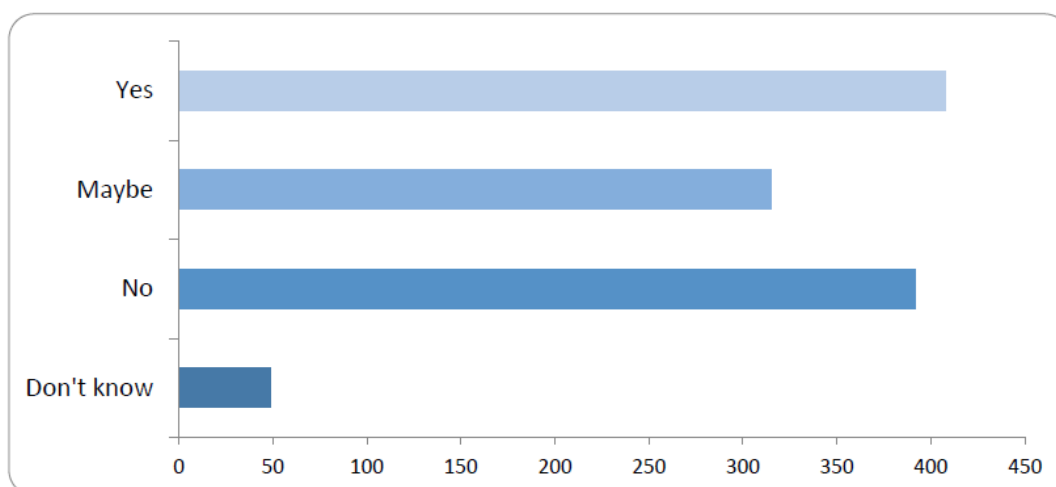
	Yes		Maybe		No		Don't know		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%
All responses	392	33.6%	290	24.9%	423	36.2%	62	5.3%	1167	
Age										
Prefer not to say	4	6.9%	10	17.2%	38	65.5%	6	10.3%	58	5.0%
Under 16	0	-	0	-	0	-	0	-	0	0.0%
16-24	29	69.0%	7	16.7%	6	14.3%	0	0.0%	42	3.6%
25-39	125	47.2%	58	21.9%	76	28.7%	6	2.3%	265	22.9%
40-55	96	28.2%	97	28.5%	124	36.5%	23	6.8%	340	29.4%
56-59	32	33.0%	22	22.7%	41	42.3%	2	2.1%	97	8.4%
60-64	32	26.9%	42	35.3%	42	35.3%	3	2.5%	119	10.3%
65+	88	37.3%	78	33.1%	61	25.8%	9	3.8%	236	20.4%

Looking at answers from disabled people, there was an even split around whether the proposal will make buses in York more reliable or not:

- Proposals will make buses more reliable: 35.1%
- Proposals will not make buses more reliable: 35.9%
- There were identical splits of responses from disabled residents when asked if the proposals would help reduce bus journey times too.

- **Question 14: Do you think our proposals will improve bus journey times?**

There were 1164 responses to this part of the question.



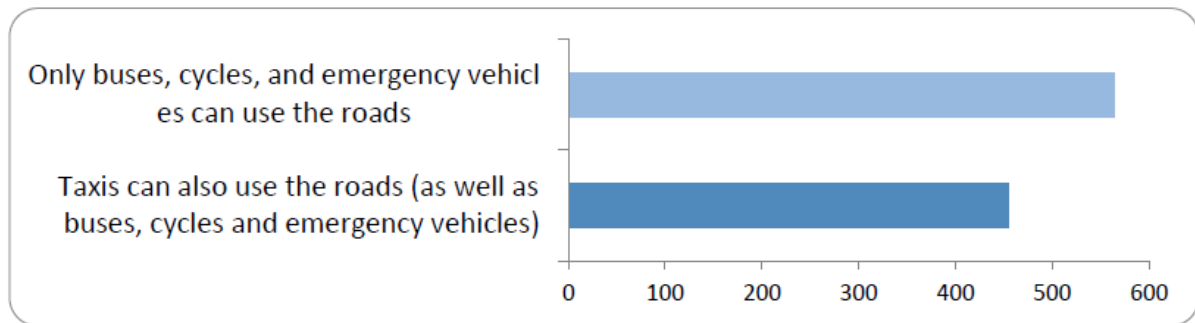
Option	Total	Percent
Yes	408	35.05%
Maybe	315	27.06%
No	392	33.68%
Don't know	49	4.21%

Again, young people were the most supportive:

	Yes		Maybe		No		Don't know		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%
All responses	408	35.1%	315	27.1%	392	33.7%	49	4.2%	1164	
Age										
Prefer not to say	4	6.9%	10	17.2%	38	65.5%	6	10.3%	58	5.0%
Under 16	0	-	0	-	0	-	0	-	0	0.0%
16-24	29	69.0%	7	16.7%	6	14.3%	0	0.0%	42	3.6%
25-39	125	47.2%	58	21.9%	76	28.7%	6	2.3%	265	22.9%
40-55	96	28.2%	97	28.5%	124	36.5%	23	6.8%	340	29.4%
56-59	32	33.0%	22	22.7%	41	42.3%	2	2.1%	97	8.4%
60-64	32	26.9%	42	35.3%	42	35.3%	3	2.5%	119	10.3%
65+	88	37.3%	78	33.1%	61	25.8%	9	3.8%	236	20.4%

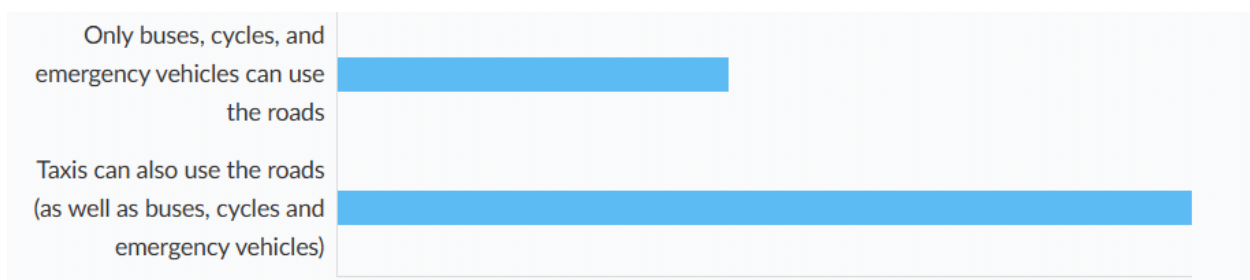
- **Question 15: How do you feel the Rougier Route bus priority measures should operate? (all respondents)**

There were 1020 responses to this part of the question.



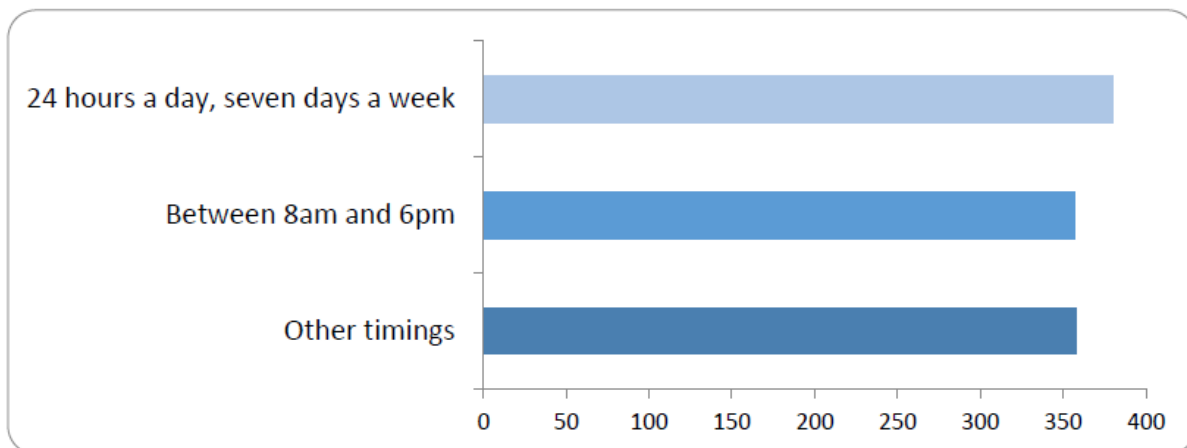
Option	Total	Percent
Only buses, cycles, and emergency vehicles can use the roads	565	55.39%
Taxis can also use the roads (as well as buses, cycles and emergency vehicles)	455	44.61%

We also looked at the answers for this question where the respondent has a Blue Badge:



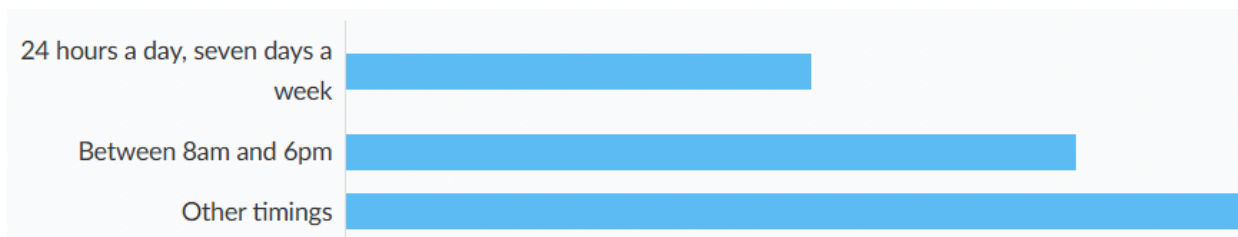
- **Question 16: What times do you think the bus priority measures should operate? (all respondents)**

There were 1095 responses to this part of the question.



Option	Total	Percent
24 hours a day, seven days a week	380	34.70%
Between 8am and 6pm	357	32.60%
Other timings	358	32.69%

We also looked at responses to this question from Blue Badge holders. We had 71 responses and there was less support here for 24-hour operation:



We also included a free-text box on this question and a sample of responses from Blue Badge holders are below:

7am to 9:30am.

4:30pm to 6pm.

To accommodate those travelling to/from work.

Not at all

Whilst I selected 24 hours a day, seven days a week, I want to explain my answer. Whilst there are undoubtedly times where traffic is sufficiently light that the measures might not be needed, I think A permanent intervention increases Driver understanding of them, the reliability of Bus Times at all points in the day, and reliable journey planning by motorists. If restricted times were used it would somehow need to take into account surges at different times of the year, such as during the races or Christmas market, when longer hours might be needed, potentially increasing confusion for motorists and related non-compliance.

I don't

I don't think it should operate at all, but if it has to go ahead then just rush-hour times, eg 8-9am and 5-6pm

Bus gates = car congestion. Prioritising buses over cars will lead to increased congestion and frustration for drivers. Not everyone can or wants to take the bus. Let's keep options open and roads fair for all users, rather than favouring one mode of transport over another.

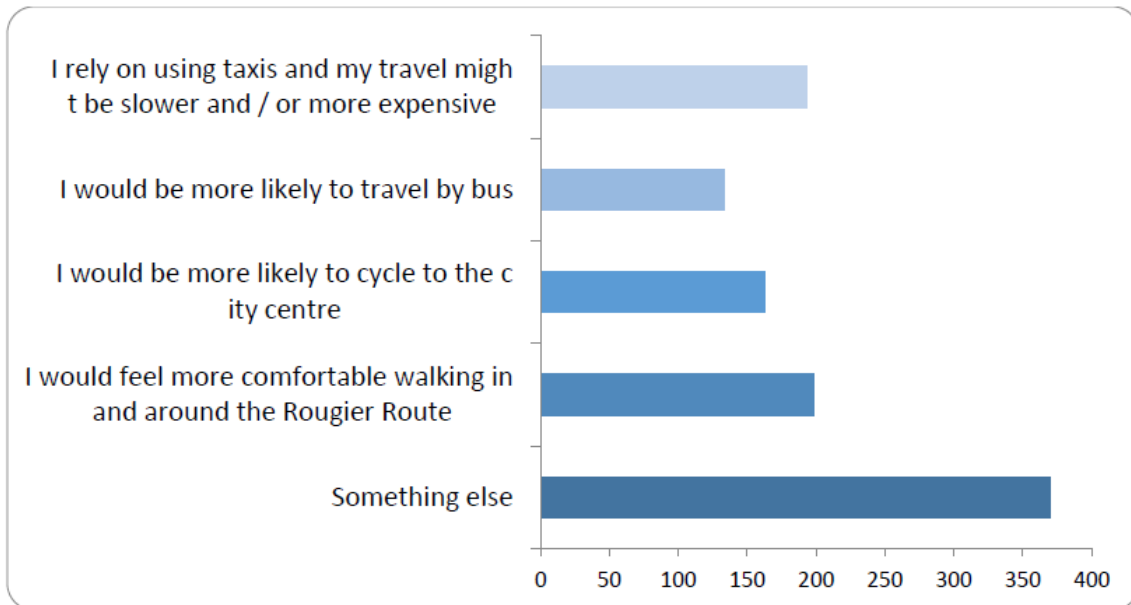
7am to 7pm

7am-10am 2.30pm-6pm

I think you should have some flexibility around the impact of races / Christmas fair etc.

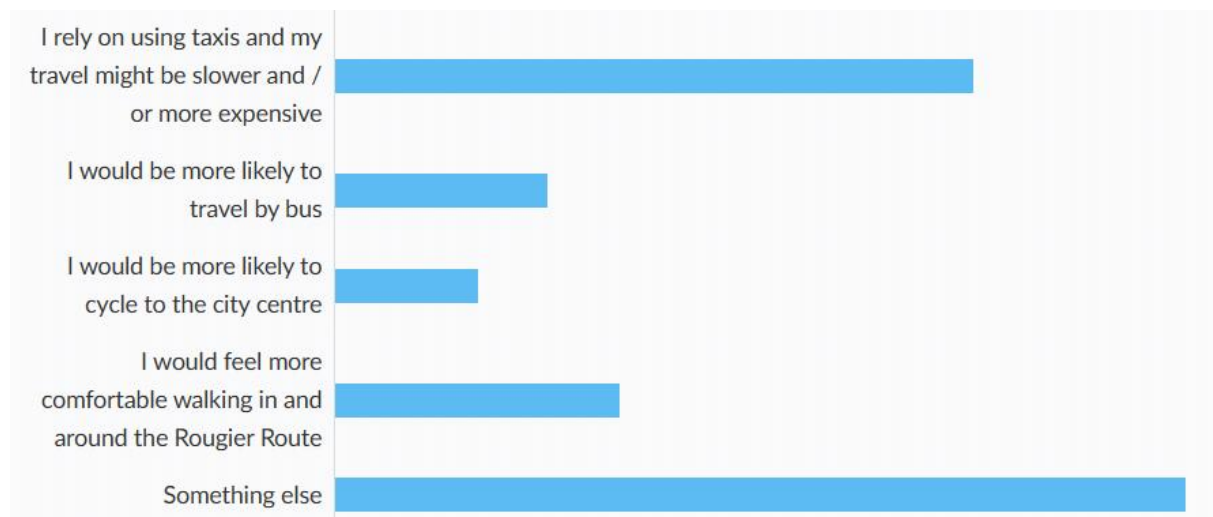
- **Question 17: What impact would it have on your travel if taxis were not permitted to use the Rougier Route? (all responses)**

There were 1057 responses to this part of the question.



Option	Total	Percent
I rely on using taxis and my travel might be slower and / or more expensive	193	18.26%
I would be more likely to travel by bus	133	12.58%
I would be more likely to cycle to the city centre	163	15.42%
I would feel more comfortable walking in and around the Rougier Route	198	18.73%
Something else	370	35.00%

Blue Badge holder responses:



This question also included a free text box for more detailed replies or to tell us their 'something else', and a sample of the responses is below. In total, 71 people gave their comments. Among them were:

It would make taxi journeys too expensive and not able to get me close enough to sites for my disability

I don't use taxis

Council-approved Hackney Carriages should be permitted, but not the random Ubers, Lyfts, etc, many of which are not even registered in York (they are often from Leeds, Bradford, Sheffield, etc)

Try and avoid York centre altogether

I don't use taxis, or any other public transport

None

Where would you drop someone off at the station!!!

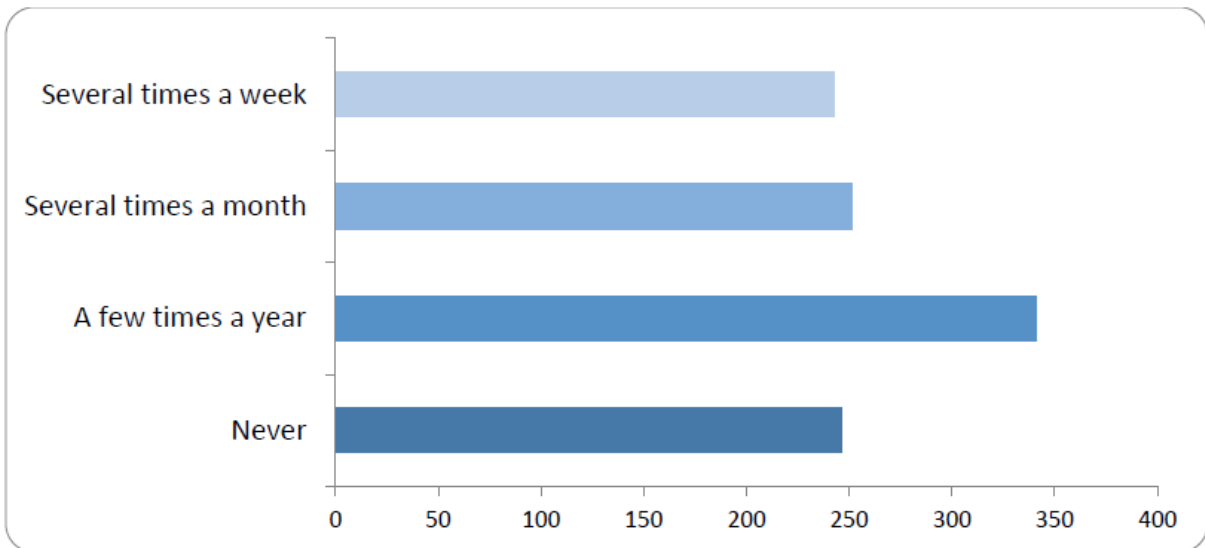
No impact whilst I am still able to drive. However taxi travel costs will increase if they are forced into longer journeys due to restricted access.

Little direct impact, but I think there is an opportunity here to incentivise use of wheelchair accessible taxis and private hire vehicles, by permitting their access, and so helping disabled people reliant on them to still be dropped close to their destination, whilst not allowing non-wheelchair accessible taxis and private hire vehicles.

- **Question 18: How frequently do you travel along the Rougier Street / George Hudson Street / Micklegate route by the following modes of transport? (all responses)**

Drive a car

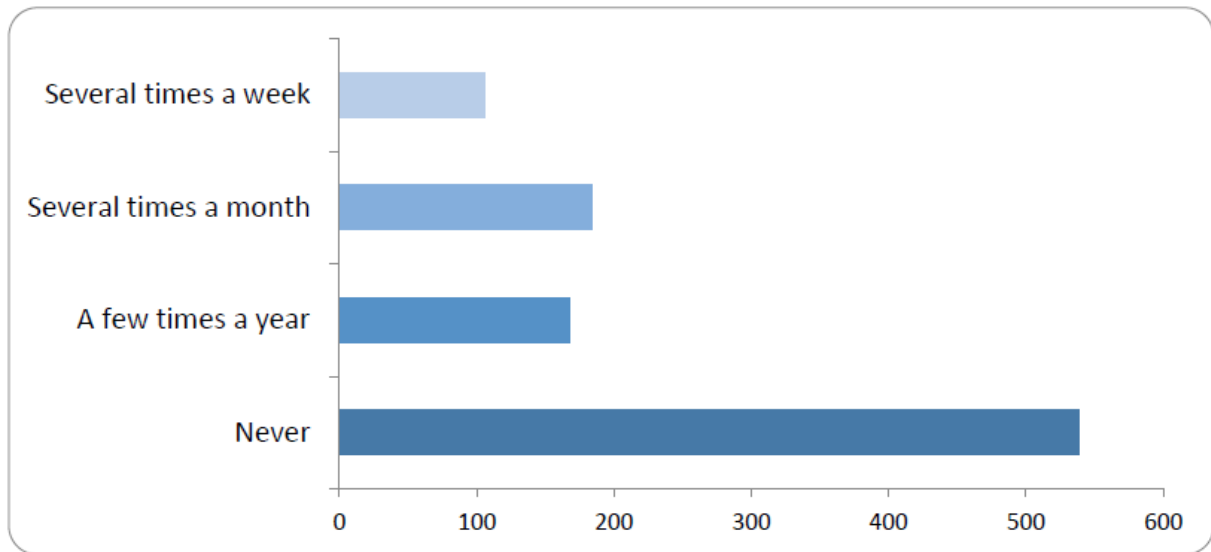
There were 1081 responses to this part of the question.



Option	Total	Percent
Several times a week	243	22.48%
Several times a month	251	23.22%
A few times a year	341	31.54%
Never	246	22.76%

Cycle:

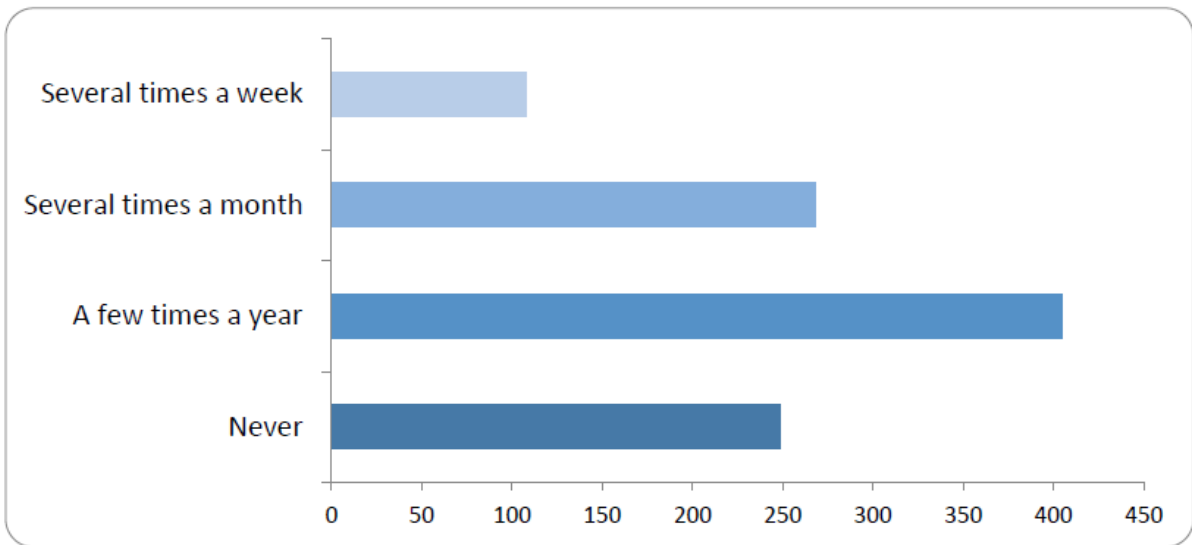
There were 997 responses to this part of the question.



Option	Total	Percent
Several times a week	106	10.63%
Several times a month	184	18.46%
A few times a year	168	16.85%
Never	539	54.06%

Bus:

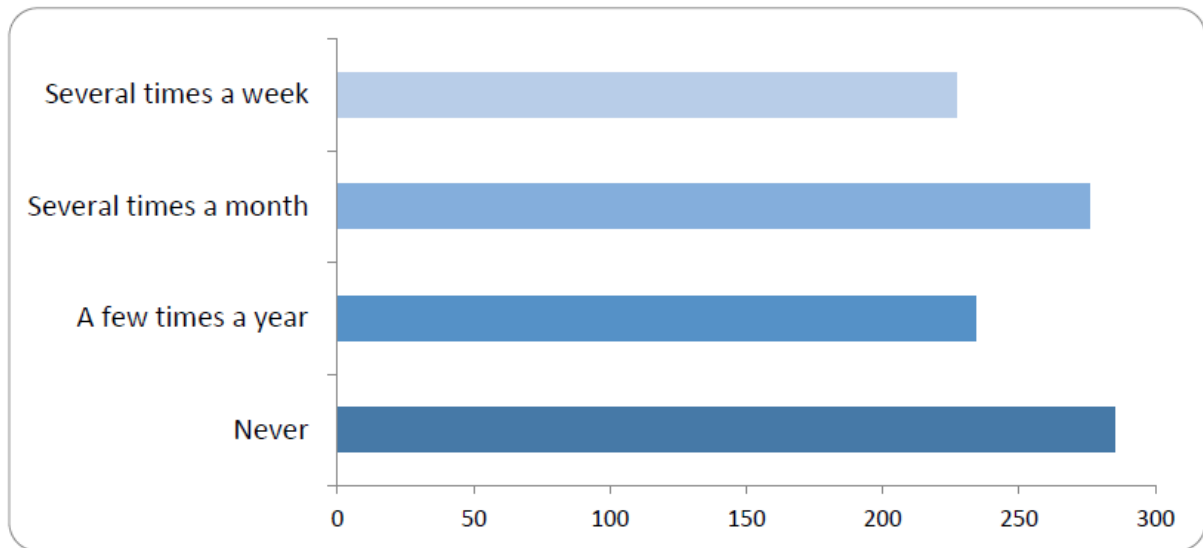
There were 1030 responses to this part of the question.



Option	Total	Percent
Several times a week	108	10.49%
Several times a month	268	26.02%
A few times a year	405	39.32%
Never	249	24.17%

Walk, use a wheelchair or mobility aid:

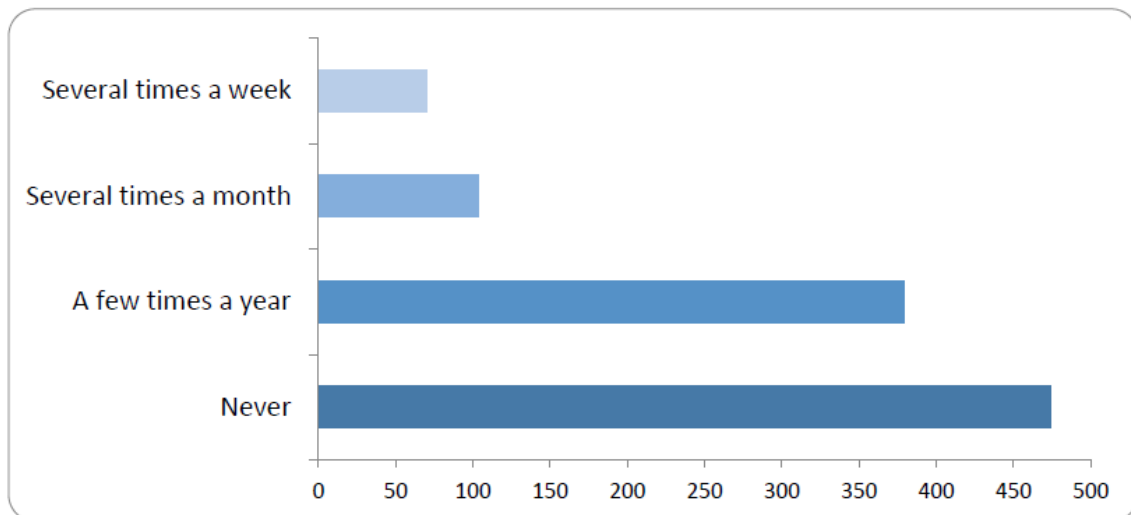
There were 1022 responses to this part of the question.



Option	Total	Percent
Several times a week	227	22.21%
Several times a month	276	27.01%
A few times a year	234	22.90%
Never	285	27.89%

Taxi:

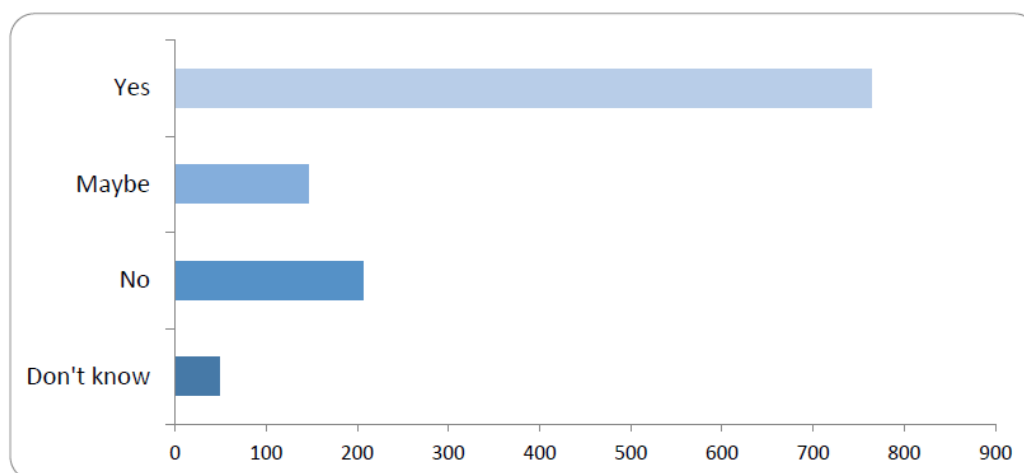
There were 1027 responses to this part of the question.



Option	Total	Percent
Several times a week	70	6.82%
Several times a month	104	10.13%
A few times a year	379	36.90%
Never	474	46.15%

- **Question 19: Would you support a 20mph speed limit on this corridor? (all respondents)**

1166 responses to this part of the question.



Option	Total	Percent
Yes	764	65.52%
Maybe	147	12.61%
No	206	17.67%
Don't know	49	4.20%

- **Question 20: Do you have any comments about making Toft Green and Micklegate a one way loop (with cycle contra-flow)?** (all respondents)

This question had a free-text box only, and we received 773 responses. A sample is below:

Might as well be a 1 way loop as you can't go out of micklegate bar anymore.

Seems like traffic will be pushed elsewhere as usual. Or people have to detour making an unnecessary longer trip

This is unworkable for my work commitments, adding unnecessary time and additional congestion to other routes.

Would cause even more congestion in the area than there is at present. Will cause mayhem to visitors trying to get to hotels and unless navigation systems are updated will just mean council makes a fortune in fines from visitors who then won't visit the city again

Just be sensible about which one way route is the best to avoid the most congestion

I do not know what this will achieve given other vehicles are not allowed in the area. What is the point of this?

I don't really understand what benefit such a one way loop would bring.

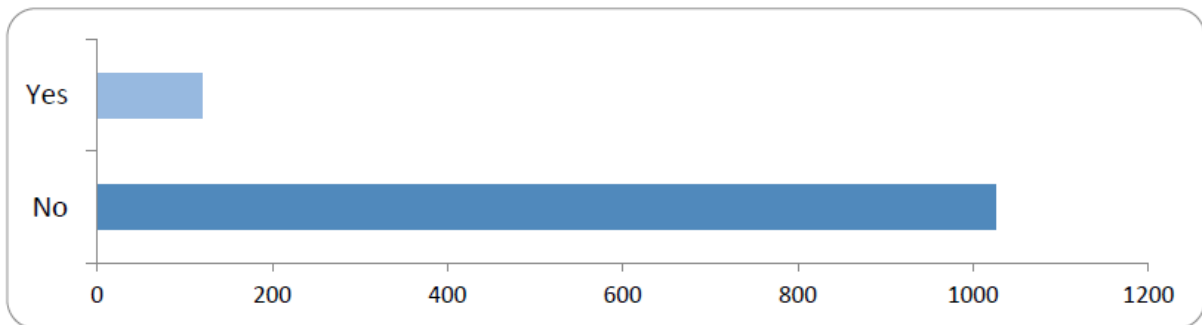
That's fine

A good idea

I think it is a good start but ultimately more needs to be done to combat the unfair claiming of space by car users in the city centre. More of the city centre should be pedestrianised over time, more cycle infrastructure should be explicitly built, and more priority should be given to buses on the roads.

- **Question 21: Are you a resident of Bishophill and/or the roads directly affected by these proposals?**

There were 1145 responses to this part of the question.



Option	Total	Percent
Yes	119	10.39%
No	1026	89.61%

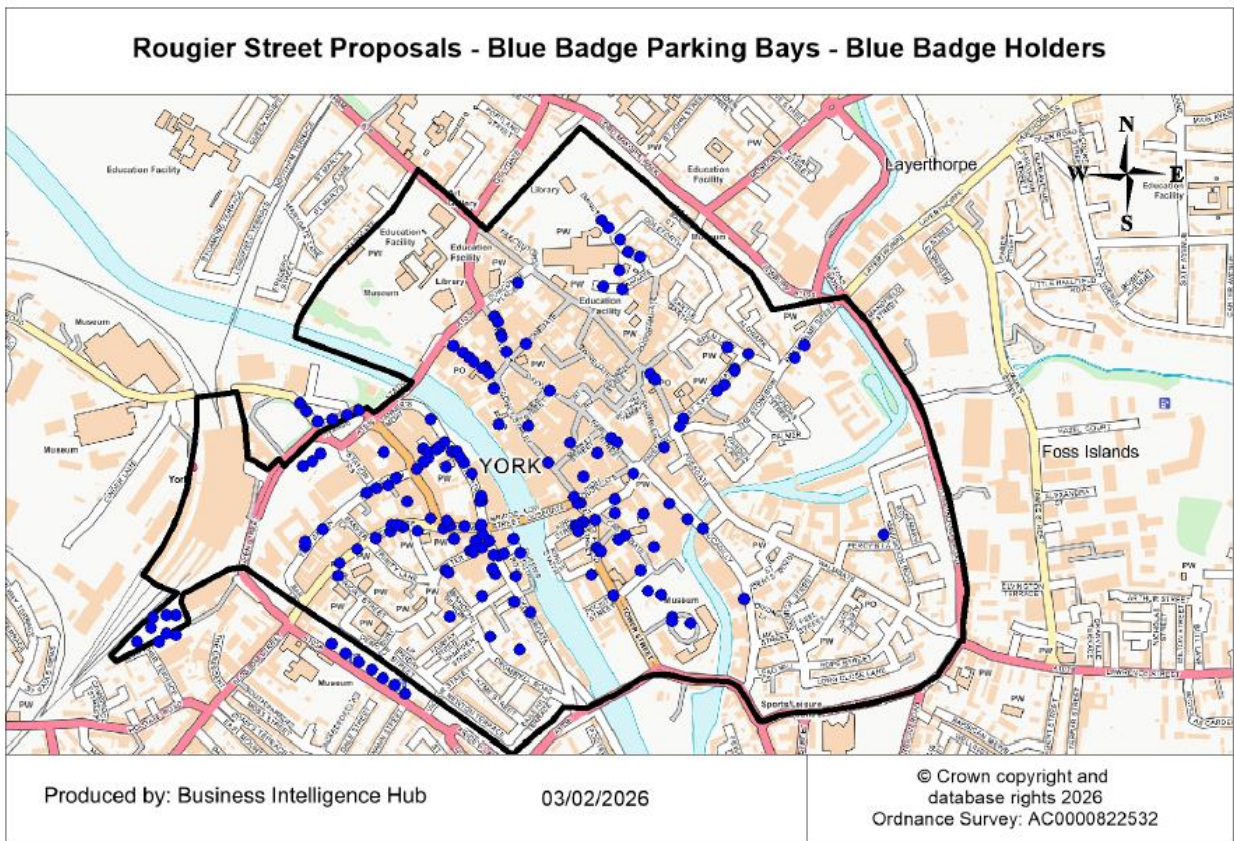
This should be viewed in the context of a very high proportion of the emails received being from Bishophill residents, and several hundred residents attending our in-person events to give their feedback, which was also recorded.

- **Question 22: Where would you like to see us install new Blue Badge parking bays within this area?**

We had 155 responses in total. The map below shows where people have dropped pins to identify where they would like to see more Blue Badge parking installed.

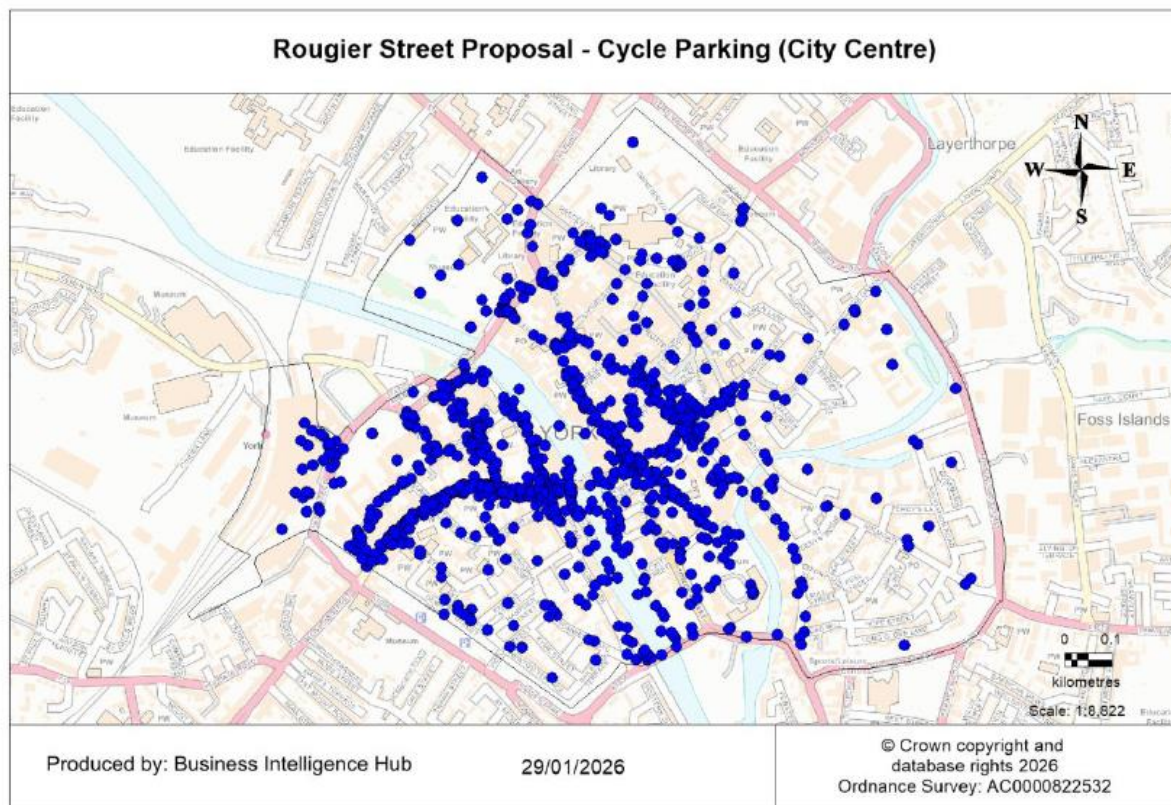
We also ensured there was a free-text box for people to respond if they did not want to use the map, and 28 people did this.

The map below shows locations for Blue Badge parking bays suggested by Blue Badge holders, or responded on behalf of someone who is.



- **Question 23: Where would you like to see us install new cycle parking within this area?**

We had 389 answers to this question, with many identifying locations outside the Rougier Route remit. Below are the ones in the area most closely associated with the bus priority proposal.



- **Question 24: Do you have any comments about making Micklegate a one way loop?**

We had 693 responses to this question, all in the free-text box, and a sample is below:

I think it is generally okay, if it helps congestion, which I am in favour of

I support the one-way proposal. The extra space will be lovely for outdoor cafe seating, cycling parking, parklets, etc. I will shop there more if it's one-way. I will also cycle on Micklegate more if I don't have to ride uphill in car traffic.

This is long overdue. I think though it does not go far enough and micklegate bar needs closing to vehicle traffic completely through the gap in the walls, not just being one way. This is a great rat run for cyclists, but currently can feel quite dodgy for cyclists going into the city because of traffic trying to squeeze through the gap in the walls alongside a significant volume of cyclists. Doing this would also allow for a dedicated cycle lane on blossom street, with proper barriers to protect cyclists.

Open both sides of micklegate back up . Nunnery lane traffic already a nightmare because of micklegate closure so now you are just sending more traffic that way as they have no other motion to get to the station from James street side of town. Traffic lights need adjusting as do not flow correctly. You are just forcing traffic to one area. Roofer street is t your issue. Closing roads is your issue. Open them back up and you won't have congestion. !!!!

Yes it's ridiculous. Will

Damage the cobbles and make life living down Micklegate terrible . Why are you moving traffic from working shops etc to residential streets

Need to consider how to create smoother segregated uphill route while respecting heritage of stone setts which help to reduce downhill traffic speeds.

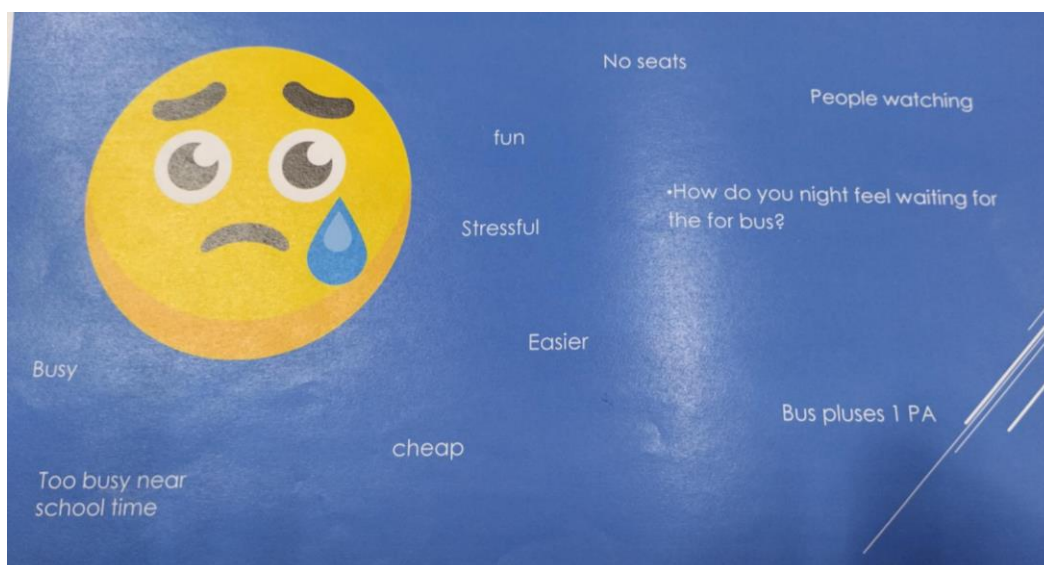
Results evaluation: Blueberry Academy learners' insight

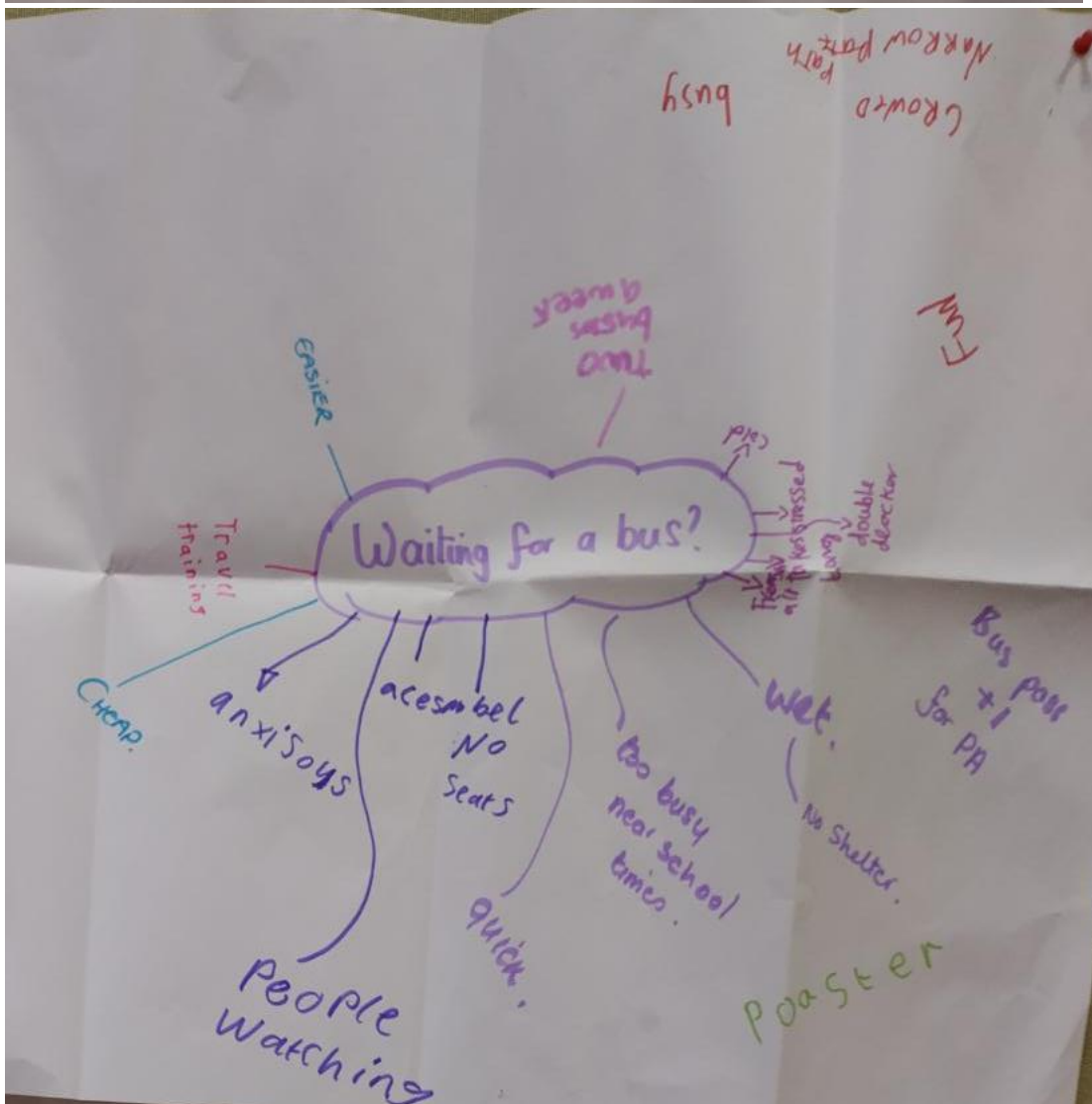
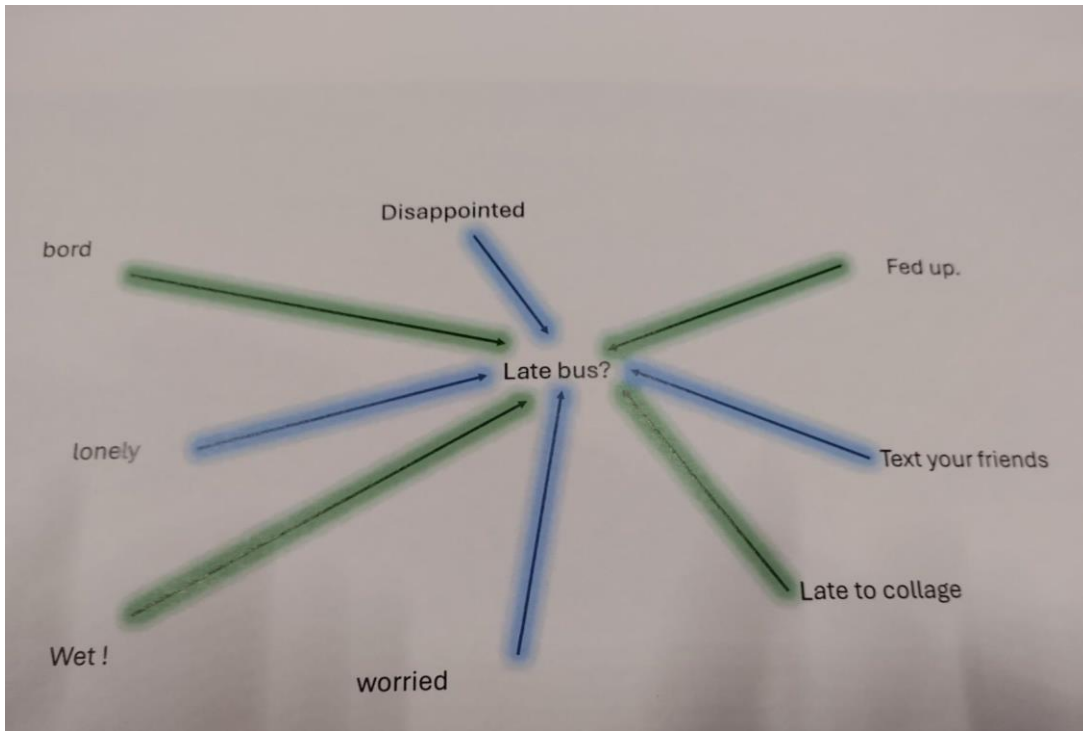
We were very keen to hear direct from York residents with SEND, not just to understand how the proposals may affect them, but also to understand their experiences of travel in York.

We were delighted that Blueberry Academy agreed to take part and brought a dozen of their young learners to meet our transport team and see how we operate traffic lights and systems in the city. We then sat down with the Exec Member for Transport; the access team; York Independent Learning and Travel (YILTS) (who had travel-trained and worked with many of the learners) and the team behind the Rougier Route proposals to hear learners' experiences of our bus network, as well as their experiences walking and using mobility aids in the city.

In the discussion, they raised said of them rely on taxis to get to college and some travel by bus, either independently or accompanied. They all very much enjoy bus journeys but feel worried when services run later than timetabled. This can lead to anxiety and have an impact on them for several days. When we asked "what do you do if a bus is late?", one young person told us they get so anxious that they "give up and go home".

A few weeks later, we were invited for a return trip to Blueberry Academy where the learners had prepared presentations for our team. Some of these are below and we are very grateful to the learners and staff for all the time and thought given to the project.





Results Evaluation: Written responses, emails and in person events

Written responses:

We received a number of written responses from groups and individuals, including from:

- Bishophill Action Group
- Buckingham Court Management Company
- Buckingham Street residents
- Copmanthorpe Parish Council
- Taxi operators
- York Access Forum
- York Bus Forum
- York Civic Trust
- York Cycle Campaign
- York Disability Rights Forum
- York Environment Forum
- York Green Party
- York Liberal Democrats

Emails and in person events:

Using the dedicated engagement email address Ourbigconversation@york.gov.uk meant we could monitor and respond to queries quickly and in a personal way. We received over 150 emails, all of which were responded to individually.

Largely they were from Bishophill residents. Very clear themes emerged from the public consultation phase:

- Residents in Micklegate would like access through Bishophill or they could potentially face longer journeys and travel delays around the railway station
- Do not stop residents' access through Victoria Bar. Instead install ANPR cameras and allow exemptions for local residents & businesses
- Do not move the existing bollards on Bishophill Senior or Lower Priory St
- Do not place a physical modal filter (ie planters or barriers) at Fetter Lane or St Martin's Lane; instead use ANPR enforcement with local exemptions

- Improve the Skeldergate / Bishopgate St junction to ensure traffic can exit safely

This feedback resulted in the project team revising the proposals and returning to Bishophill with a further, targeted phase of engagement.

We have grouped analysis of the emails and in-person resident events together as they largely had the same issues. Below is part of the leaflet used in the targeted phase, to help explain how we had listened and responded to the feedback:

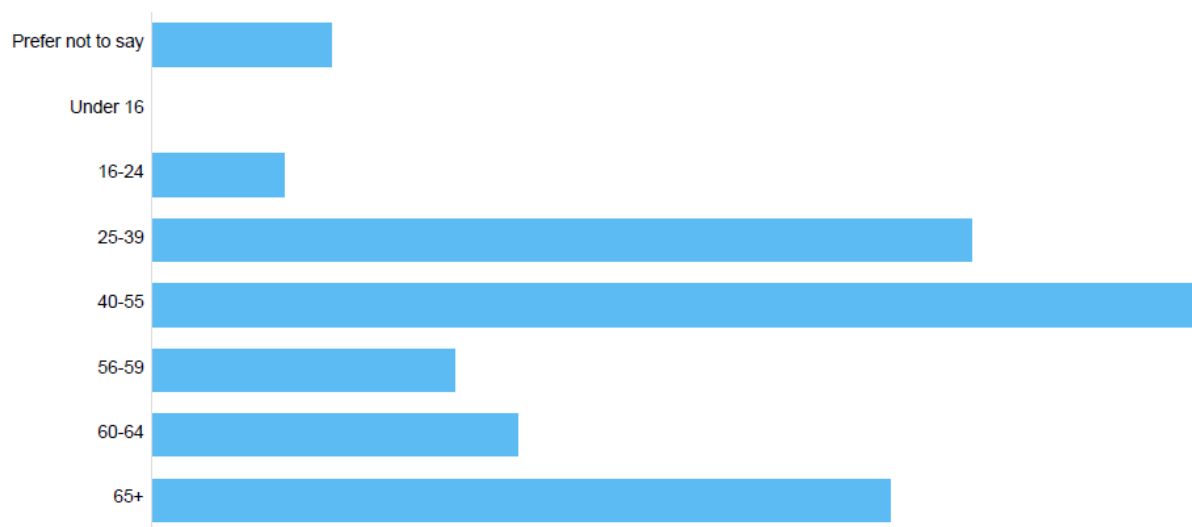


In the targeted phase of engagement where we returned to Bishophill with the revisions seen above, there was a lot of gratitude from residents for the project having listened and taken on board their initial feedback.

We did have very small numbers of people say they were still not sure of the wider concept, but largely, people gave their support to the bus priority as long as the impact on resident movements into and out of Bishophill was not negatively affected. We are grateful to all residents who came out to meet us and give us their thoughts across the different stages of engagement.

Demographic analysis:

Across all respondents, we received a higher than average number from younger people, particularly the 25-39 age group:



Age	Total	Percent
Prefer not to say	58	4.94%
Under 16	0	-
16-24	43	3.66%
25-39	266	22.64%
40-55	342	29.11%
56-59	98	8.34%
60-64	119	10.13%
65+	240	20.43%

Looking at the gender of respondees, we received the greatest number of responses from men:



Looking at the ethnicity, White - English / Welsh / Scottish / Northern Irish / British was the highest with 76.9%. 13% preferred not to say; other

ethnicities represented in small numbers included Black Caribbean, Bangladeshi, Pakistani and Chinese.

Annex 1 – Public Consultation Leaflet

Shown here for illustrative purposes – full size copies are still available.

Funded by UK Government

Help us create The Rougier Route - a better way through York

City of York Council

Traffic in York: we all see it, we all get stuck in it.

In Our Big Transport Conversation last year, we heard loud and clear that you want to see change. We share a desire to make it easier for everyone to get around.



Our plan is to make our buses work better.

The proposed Rougier Route will make buses more reliable and more appealing, creating a healthier, better connected and more sustainable York.

What are the issues?

Across York, buses get stuck in the same traffic as everyone else.

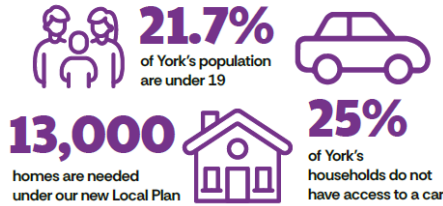
Some buses travel along at less than 4mph from Stonebow to the railway station, meaning passengers on over a thousand buses a day have longer journey times than they should.

The proposed Rougier Route is just part of our work to improve buses.

Since 2023 we have:

- completed over 250 upgrades to bus shelters, including new real time information screens, seating and lighting
- subsidised £1 fares for young people
- funded longer opening hours for the Park and Ride
- financially supported early and late services on some routes

We also have to remember



Last year, your feedback helped shape our Local Transport Strategy which can be found at:



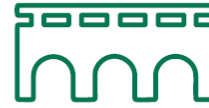
Doing nothing is not an option

York is a growing, thriving place to live, work and study. We must plan for the future; we are already a great city for cycling and walking, but to move more people more often, we need to get on board with buses.

Rougier Street is one of York's busiest bus routes linking the city centre to our suburbs and villages as well as neighbouring towns and cities.

Ouse Bridge also carries the most buses of any bridge in York:

- Skeldergate Bridge: 3 bus routes
- Lendal Bridge: 9 bus routes
- Ouse Bridge: 29 bus routes



Average weekday traffic on the Rougier Route is made up of:

Percentages are average from throughout the day.



- Private cars – 46%
- Taxis – 15%
- Buses – 8%
- LGV – 10%
- Cyclists – 18%
- Motorcycles – 2%

57% of car journeys in central York are less than 3 miles long – if we can convert some of these trips to buses, cycling and walking, we will:



- Free up the roads making buses reliable and run to time
- Offer better walking and wheeling environments
- Lower the levels of air pollution

4

Planning for the Future

Issues for buses include:

- Having to queue to enter Rougier St, George Hudson Street, Micklegate, Skeldergate and Ouse Bridge
- A tight turn at the corner of Low Ousegate and Clifford Street
- The volume of vehicles on Clifford Street preventing buses turning out of Coppergate



The Rougier Route will help deliver our transport hierarchy, which gives highest importance to mobility aid users and pedestrians, then cyclists, bus and train passengers, then private car drivers.

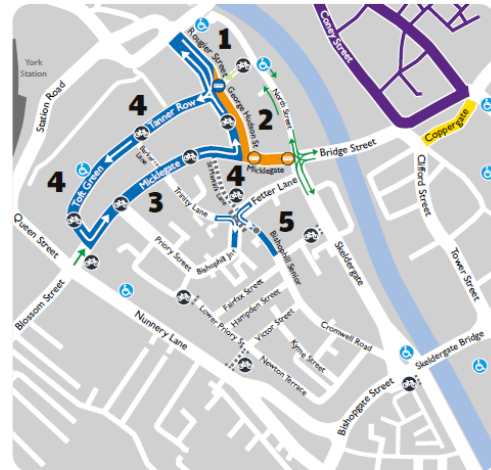
We also know that you can't catch a bus that isn't there. Together with York and North Yorkshire Combined Authority we are creating a long-term plan to improve the bus network. Part of this consultation is to understand where and when we need to improve routes and services in York.

Longer term, we also have ambitions to bring more 20mph streets to York, and this corridor would be considered. We welcome your thoughts on this.

5

Our proposal

This consultation is the first step of listening to you. Your feedback will be taken to a public decision session in early 2026 to decide the next steps. The Rougier Route is fully funded via our Bus Service Improvement Plan (BSIP) and we aim to start the trial in summer 2026 for an 18 month period using an Experimental Traffic Regulation Order (ETRO), during which we will also gather your feedback.



Our proposed option is that only buses and emergency services would use the bus lane and gate. We are seeking your views on whether taxis should also be able to use the route, and the times it could operate.

6

Our proposals are shown on the map and include:

- 1 Rougier Street: bus lane for southbound traffic
- 2 George Hudson Street: bus lane for southbound traffic
- 3 Lower Micklegate: bus gate in both directions
- 4 Tanner Row, Toft Green, Micklegate become one way (creating an anticlockwise one-way loop)
- 5 All roads around Bishophill Senior, Fetter Lane, Trinity Lane and Victor Street would be open to pedestrians and cyclists, with some new and amended restrictions for cars.

The measures will be enforced by Automatic Number Plate Recognition (ANPR) the same way as other bus lanes in York

Key to map symbols

	Bus/Cycle only
	One way route
	Bus lane
	Bus gate
	Traffic direction
	Access only
	Potential change to access
	Existing bus lane
	Cyclists both directions
	Car park with Blue Badge spaces or on-street parking for Blue Badges
	Footstreets
	Existing modal filter to be relocated

7

What will this mean for me?

Pedestrians

By removing up to 74% of vehicle traffic from this route, we will create more comfortable spaces for everyone.

The proposals mean we can create more accessible spaces with better seating, kerbs and pavements, opening up opportunities to improve footfall to local businesses by creating a more welcoming environment.



Cyclists

Bus gates and bus lanes can be used by cyclists. We anticipate that this route will become more popular with



- Improved junctions and streetscapes
- Reduced number of vehicles on the road
- Reduced number of collisions and serious injuries along this route

We also propose to install a new crossing on Rougier Street to improve the Toft Green – Tanner Row link.

8

What will this mean for me?

Buses

Bus companies work hard to ensure punctual and reliable services, but this has meant additional time being added to timetables to allow for delays caused by traffic congestion. Coastliner carries just under half a million people through York every year, and journey times from Blossom Street to Peasholme Green have gone up from 16 minutes in 2019 to 21 minutes in 2025.

The key benefits of the Rougier Route will be:

- improving reliability for the 29 bus routes (1000+ buses a day) which use the corridor
- delivering better bus stops and more accessible waiting areas
- making buses a genuine option for travel across York and beyond



Our modelling shows that we could deliver between 3 and 5 minutes journey time saving per bus on the Rougier Route.

We are progressing with plans for a turning loop for buses at the railway station to shorten journey times. This may not be operational during the ETRO phase.

9

What will this mean for me?

Blue Badge Holders

The proposals will not change your access to any of the Blue Badge parking options on North Street, Tanners Moat, Toft Green, Skeldergate, Cliffords Tower and Piccadilly, or affect footstreets access at all.

Like other bus lanes in York, Blue Badge holders would not be able to drive through the Rougier Route.



Our aim is to deliver more reliable bus journeys for everyone. York's buses have:

- Space for a wheelchair
- Audio announcements and real-time information
- And travel is free with a concessionary pass (timing restrictions apply)

We also plan to introduce new Blue Badge holder parking places within the Rougier Route area and welcome your ideas on where these could be.

Taxis

Our proposed option is that taxis will not use the Rougier Route, allowing us to remove 15% of the current vehicle traffic which is made up by taxis. This will help us deliver our key aims, to prioritise bus travel and create a safer and more comfortable environment for pedestrians, people using wheeled mobility aids and cyclists.



10

What will this mean for me?

Private cars

Private cars make up nearly half of all vehicle traffic on the route. Once the trial starts, private cars and motorbikes will not be able to use the Rougier Route during hours of operation. Any private vehicle using the bus lane will be subject to City of York's enforcement policy.



For those who need to drive, you will be able to reach all parts of York by private car, (including most areas along the Rougier Route) that you can currently reach; for many journeys your route will actually be the same.

We anticipate that once the Rougier Route is operational, additional journey times during rush hour will be around 90 seconds on Nunnery Lane. The greatest benefits for the whole city will come when we encourage more people to catch the bus, walk and cycle more, and leave space on the roads for those who need it most.

Local business deliveries

Delivery drivers will still be able to access businesses, except for a small number of properties directly on the bus gate on Lower Micklegate.



11

We want to hear from you

This consultation runs until Monday 12 January.

You can find out more by visiting one of a number of events we're holding:

Thursday 27 November	Saturday 29 November	Wednesday 3 December
Drop-in event at Middletons Hotel, Skeldergate, York, YO1 6DU	Drop-in event at Middletons Hotel, Skeldergate, York, YO1 6DU	Drop-in event at York Explore Library, Library Square, Museum St, York YO1 7DS
Come along at any time from 2.00pm - 7.00pm	Come along at any time from 11.30am - 2.15pm	Come along at any time from 5.45pm to 7.15pm
Blue Badge parking available on Cromwell Road	Blue Badge parking available on Cromwell Road	Multiple buses serve York Explore. See itravel.york.info for more details. There are Blue Badge parking spaces at the library

You can also take part:

- Online at ourbigconversation.york.gov.uk
- By emailing: ourbigconversation@york.gov.uk
- By writing to us with no stamp needed: Rougier Route Consultation, Freepost RTEG-TYYU-KLTZ, City of York Council, West Offices, Station Rise, York, YO1 6GA



Scan here for website

We are keen to hear your views on the project, in particular:

- Who can travel through the bus gates
- The hours of operation
- Whether the route also needs to be a 20mph street in the future
- How we can increase and improve bus services across the whole of York

If you would like this document in an alternative format, please contact us by phone on 01904 551550 or email ycc@york.gov.uk.

Annex 2 – Bishophill & Guildhall residents’ information sheet and letter



Rougier Route proposals: Information sheet for Bishophill residents and businesses November 2025

An important part of the consultation on our Rougier Route proposals is to speak to you as immediate neighbours, to understand how the bus priority measures could affect you, and for you to help us shape the project.

This document is part of the consultation and should be read alongside the full proposals. You can read the proposals in several ways:

- via our website - ourbigconversation.york.gov.uk
- or by picking up a copy of our leaflet at your local library or Explore
- or by contacting us via email on ourbigconversation@york.gov.uk
- or by calling Customer Services on 01904 551550

We welcome all comments from you and are holding drop-in events with the project team so that you can speak to us in person. Details of those events are at the bottom of this document and online.

We have produced a map as well as this document to explain the potential changes that may also be needed in Bishophill. Please note, these are proposals, there is still flexibility in the plans and we will listen to local residents and businesses and make adaptations if needed. The online map has a zoom function, and we will have print outs at our events too.

The deadline for comments in this first phase of consultation is Monday 12 January 2026.

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How do the Rougier Route proposals affect Bishophill?

We want to ensure that all residents and businesses have access to properties, and to prevent non-residents using the streets as 'rat-runs' to get around the bus priority measures.

We are also keen to understand the type of improvements residents and businesses would like to see in the area. This project offers potential to upgrade pavements, bus stops, junctions and streetscape; we welcome ideas on how to use road space made available through the changes.

How could the streets in Bishophill change?

Please note these are our proposals and we welcome your feedback.

Micklegate: The length of Micklegate from Blossom Street junction through Micklegate Bar into town could become one way in an eastbound direction. As well as giving access to properties on these streets, this also gives any driver who has come down Rougier Street a way out of the bus priority route.

Bishophill Senior: The existing bollards on Bishophill Senior could be removed, opening up the full length of Bishophill Senior to traffic from the junction with Fetter Lane to the junction with Buckingham St. Bishophill Senior would be made one way, open to traffic in a southbound direction only.

Trinity Lane: Trinity Lane could be made one way for its full length between Micklegate and Bishophill Junior. At the junction of Trinity Lane/Bishophill Junior and Bishophill Senior/Fetter Lane, we propose to prioritise cyclists and pedestrians by placing bollards or planters to create two separate one-way loops for vehicular traffic, in the southbound directions only. One is accessed from Micklegate via Trinity Lane, the other accessed via Skeldergate and Fetter Lane.

St Martin's Lane: St Martins Lane is currently one way for access only, with resident and business properties able to turn out onto Micklegate. Under our proposals this would remain in place, however vehicles would have to make a right turn out of St Martins Lane onto Micklegate, then follow the new one-way route east bound. The proposal includes additional bollards at the Fetter Lane junction to prevent rat running via St Martins Lane. This could be a bollard with a key provided to local businesses for deliveries.

Victoria Bar: Access from Nunnery Lane onto Victor Street will see additional measures to prevent rat running through Victoria Bar. Access would remain open to cycles / pedestrians and mobility aid users, but vehicles would no longer be able to use Victoria Bar to get in to or out of the Bishophill area.

Bishopgate Street/Terry Avenue: We propose to alter the access at this junction, giving priority to pedestrians, mobility aid users, and cyclists.

What happens next?

This consultation is the first step of listening to you. **The deadline for comments in this first phase of consultation is Monday 12 January 2026.** Your feedback will be taken to a public decision session in early 2026 to decide the next steps.

The Rougier Route is fully funded via our Bus Service Improvement Plan (BSIP) and we aim to start a trial in summer 2026 for an 18 month period using an Experimental Traffic Regulation Order (ETRO), during which we will also gather your feedback and can make changes to the project if needed.

How can you get involved?

We welcome all comments to help shape the trial project. As well as the contact details listed above, we are also holding a series of drop-in events where members of the project team can talk through the proposals, and hear your thoughts and suggestions. These events are all fully accessible with accessible toilets. They are being held on:

Thursday 27 November at Middletons Hotel, Skeldergate, York, YO1 6DU

- Come along at any time from 2pm to 7pm
- Blue Badge parking available on Cromwell Road

Saturday 29 November at Middletons Hotel, Skeldergate, York, YO1 6DU

- Come along at any time from 11.30am to 2.15pm
- Blue Badge parking available on Cromwell Road

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Wednesday 3 December at York Explore Library, Library Square, Museum St, York YO1 7DS

- Come along at any time from 5.45pm to 7.15pm
- Multiple buses serve York Explore. See itravel.york.info for more details
- There are Blue Badge parking spaces at the library

This document is a download from the full consultation materials online at ourbigconversation.york.gov.uk

Accompanying letter:



Directorate of City Development
West Offices
Station Rise
York, YO1 6GA

Email: ourbigconversation@york.gov.uk

Date: 18 November 2025

Dear resident or business,

Rougier Route proposals: take part in our new consultation

We are proposing to introduce bus priority measures on Rougier Street, George Hudson Street and Micklegate, to improve bus reliability and journey times. We want to hear your views to help form our proposals.

Why we are consulting on this

In Our Big Transport Conversation last year, those who responded made it clear that they wanted to see better bus services across York. 88% of people supported improving public transport and 79% told us they would or maybe would “use buses more often if we introduced dedicated priority routes for buses and sustainable transport”

At the moment, some buses travel at less than 4mph from Stonebow to the railway station, meaning passengers on over a thousand buses a day have longer journey times than they need to. In fact, in 2025 bus journeys are taking six minutes longer than they did in 2019 and with the population growing, doing nothing is not an option. Our proposals aim to make buses more reliable and more appealing, creating a healthier, better connected and more sustainable York.

Our proposed option is that only buses and emergency services would use the bus lane and gate on Rougier Street, George Hudson Street and Micklegate (please see map on following pages). Drivers (including Blue Badge holders) will continue to be able to drive in and access all existing parking bays, but won't be able to drive through. We are seeking your views on whether taxis should also be able to use the bus route, and the times it could operate.

We also propose some changes to the roads around Bishophill Senior, Fetter Lane, Trinity Lane and Victor Street, which would remain open to pedestrians and cyclists, with some new and amended restrictions for cars. We are keen to listen to feedback from local residents and businesses about these proposed changes.

Potential benefits and impacts

The key benefits of the Rougier Route will be:

- improving reliability for the 29 bus routes (1000+ buses a day) which use the corridor
- delivering better bus stops and more accessible waiting areas
- making buses a genuine option for travel across York and beyond
- a safer environment for pedestrians and cyclists

Our modelling suggests that, at peak times, there could be an additional journey time of around 90 seconds for drivers travelling between Blossom Street and Tower Street roundabout, but an expected journey time saving of 3-5 minutes per bus on the Rougier Route.

The consultation sets out how the Rougier Route could work and the possible benefits and impacts. We want to hear your views on the proposals which also include new cycle parking, Blue Badge spaces and improvements to bus stops, streets and pavements.

How to find out more and get involved

This consultation is the first step of listening to you. **The deadline for comments in this first phase of consultation is Monday 12 January 2026.** Your feedback will be taken to a public decision session in early 2026 to decide the next steps. The Rougier Route is fully funded via our Bus Service Improvement Plan (BSIP) and we aim to start the trial in summer 2026 for an 18 month period using an Experimental Traffic Regulation Order (ETRO), during which we will also gather your feedback and can make changes to the project if needed.

You can find out more by:

- looking online at ourbigconversation.york.gov.uk
- emailing us at ourbigconversation@york.gov.uk
- picking up a leaflet at any of York's Explore centres or libraries
- or calling CYC customer services for a copy of the leaflet on 01904 551550.

We are also holding drop-in events to chat to you about the proposals. Below is a list of events. All the venues are fully accessible with accessible toilets.

Thursday 27 November at Middletons Hotel, Skeldergate, York, YO1 6DU

- Come along at any time from 2pm to 7pm
- Blue Badge parking available on Cromwell Road

Saturday 29 November at Middletons Hotel, Skeldergate, York, YO1 6DU

- Come along at any time from 11.30am to 2.15pm
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Wednesday 3 December at York Explore Library, Library Square, Museum St, York YO1 7DS

- Come along at any time from 5.45pm to 7.15pm
- Multiple buses serve York Explore. See itravel.york.info for more details
- There are Blue Badge parking spaces at the library

Below is a map showing the Rougier Route proposals:



Yours faithfully,

Garry Taylor
 Director of City Development
 City of York Council

ENDS