



CITY OF
YORK
COUNCIL

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.

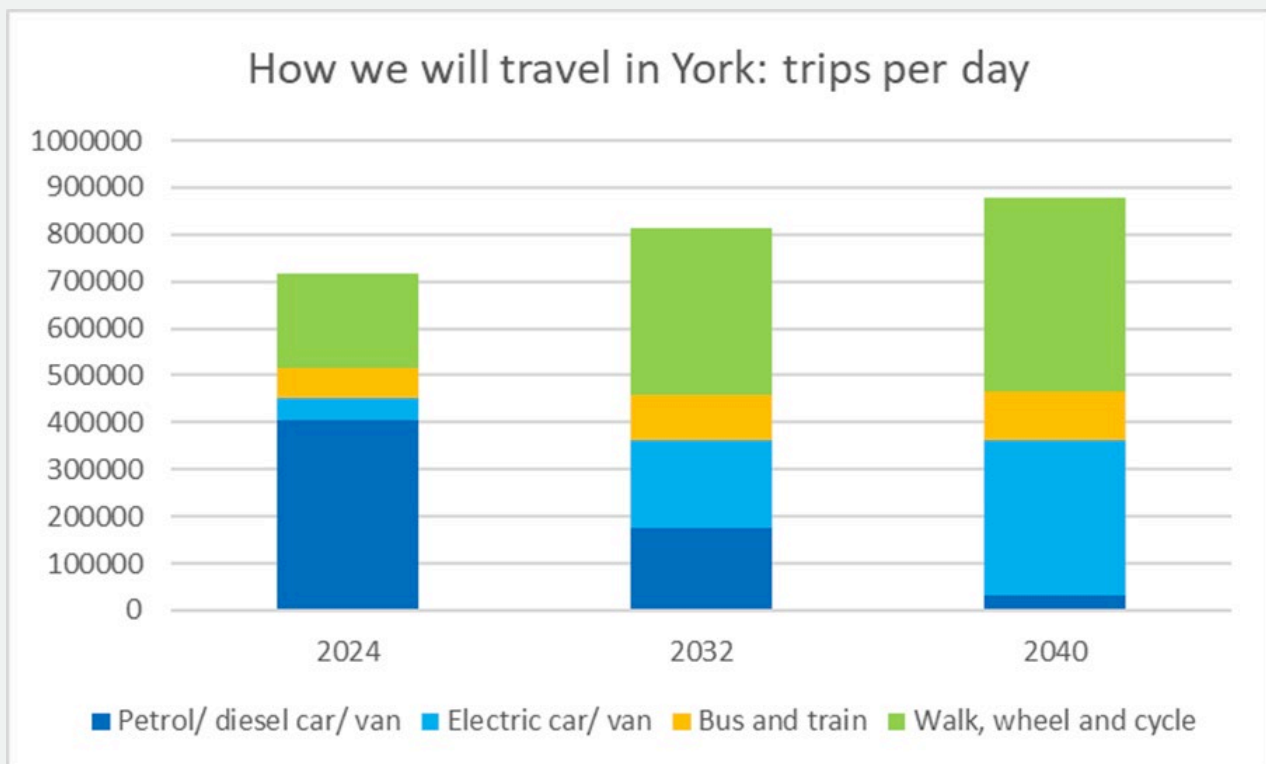
The Plan will set us on a bold journey that will see us steer a radical new approach for York. One which will reduce car dependency; improve walking, wheeling, cycling and buses so that owning a car is less important as other transport becomes more attractive.

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.

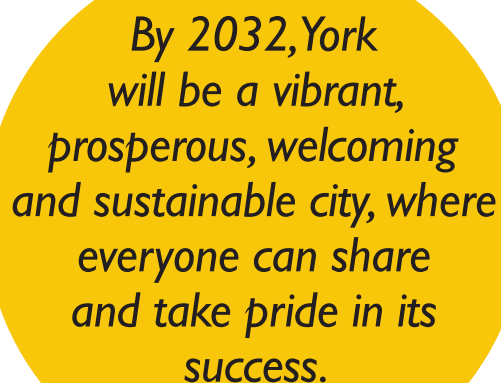
More information on targets, and how we will achieve them, will be provided in the Implementation Plans for the Local Transport Strategy. These will be produced every five years but monitored and evaluated annually.

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.

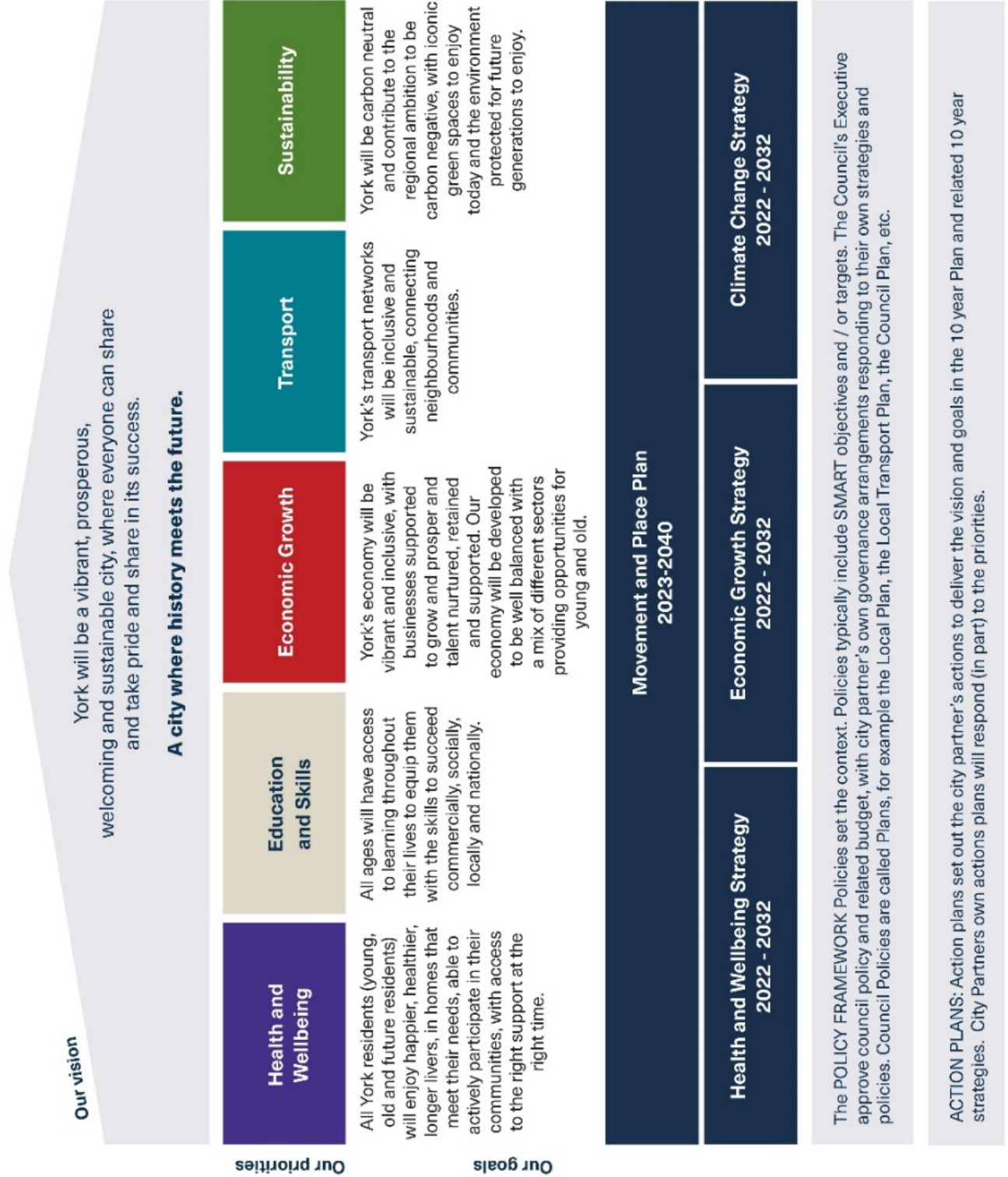
The 10-year strategies were informed by existing or emerging national and local policies and set the foundation for the council's Strategy and Policy Framework for the decade ahead. They take a sustainable development approach to the city and recognise the interdependencies between health, the economy 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



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

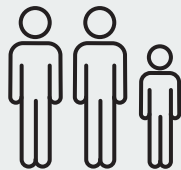
Thank you to everyone!



1,342
online
responses



50+
events



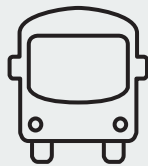
More than **1,000** people
met in person including
350 children and students



93 hours
of events



More than
100,000
social media
impressions



7 villages were
visited with York
Explore Mobile
Library



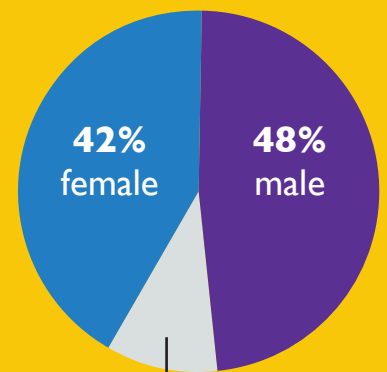
15 libraries displayed
information & had paper
copies available through our
partnership with Explore
York Libraries and Archives

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%



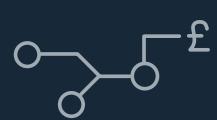
Reduce car
dependency
78%



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.

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