

City of York Council

Infrastructure Delivery Plan

June 2025

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A. Introduction

Update 2025

1. This Infrastructure Delivery Plan (IDP) updates the Infrastructure Delivery Note (2022) presented as supporting evidence to the Local Plan. Whilst much of the information remains the same, review and update has been undertaken to ensure the information is current and relevant, reflecting changes regarding delivery.

Background

2. York is located on the River Ouse and covers an area of 105 square miles. It sits geographically at the heart of the North and North Yorkshire sub-region and in close proximity to Leeds City Region. The City of York Local Plan was adopted on 27 February 2025¹. The Plan sets out a strategy for the future development of homes, employment, education and community and other infrastructure of York to 2032/33 and provides capacity to meet development needs to 2037/38. The strategic vision of the Local Plan is:

York aspires to be a city whose special qualities and distinctiveness are recognised worldwide. The Local Plan aims to deliver sustainable patterns and forms of development to support this ambition and the delivery of the city's economic, environmental and social objectives. This will include ensuring that the city's place making and spatial planning policies reflect its heritage and contemporary culture, contributing to the economic and social welfare of the community whilst conserving and enhancing its unique historic, cultural and natural environmental assets. The plan will ensure that the vision and outcomes are delivered in a sustainable way that recognises, adapts to and mitigates, the challenges of climate change, protects residents from environmental impacts and promotes social, economic and cultural well-being.

3. This IDP identifies essential infrastructure to support the growth envisaged in the Plan. It responds to the requirements set out in the National Planning Policy Framework to support development and to:
 - work with other authorities and providers to assess the quality and capacity of this infrastructure to meet forecast demand;
 - understand district-wide development costs at the time Local Plans are drawn up to ensure “that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion”..

York's 10 year vision

4. As a city, we are following a sustainable approach to developing our wider ambitions for the decade ahead as part of our '10 Year Strategy'. This means we have considered the interdependencies between actions that might affect the environment, society, and the economy. To this end, three strategies have been developed to inform city-wide direction over the next decade, including the proposed devolution arrangements for North Yorkshire and York. These strategies cover health and wellbeing 2022-2032, economic growth 2022-2032 and climate change 2022-2032. Together, we now have the health, economic and environmental goals of the city aligned, and with them the building blocks for a sustainable city.

Structure

5. This note presents the growth strategy articulated in the Plan and provides a current overview of how CYC seeks to address the impact of the planned development on infrastructure over the life of the plan. Further information is supplied on existing provision and the likely impacts of growth and the planned response for transport, education and health infrastructure; a briefer update on other infrastructure types is also included. The enabling framework for infrastructure delivery, which is provided in the Plan, is briefly explained and the key projects within these broad infrastructure categories are identified in appendices. Spatial diagrams are provided to show the location of key sites and infrastructure interventions, but these are indicative and for illustrative purposes only.
6. Finally, this Strategy does not make decisions on infrastructure provision and funding; its role is to present decisions to explain how delivery of CYC's Local Plan is being enabled by CYC and its partners and to inform the CIL examination. It may also be used to inform the decisions taken by CYC and partners on projects, programmes and through existing formal decision-making channels, such as through CYC's Executive Committee or planning committees.

¹ <https://www.york.gov.uk/AdoptedLocalPlan>

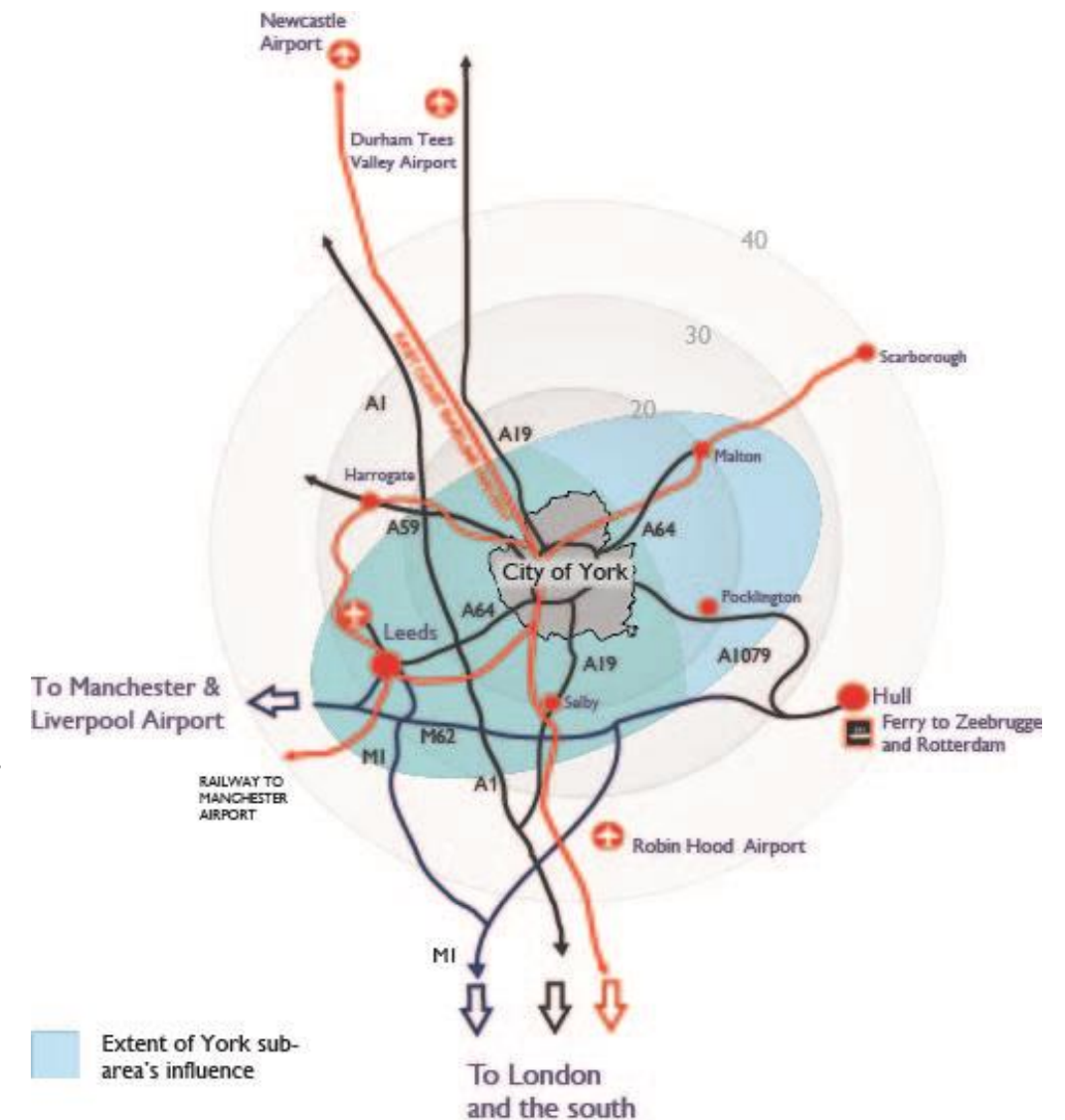


Figure 1 York in Context

B. The New Local Plan

7. Founded by the Romans in 71 A.D, York remains a strategically important regional and national centre. The past evolution of the built environment and distribution of this is shown on Figure 2. The Plan sets out a strategy for the future development to meet the development needs for homes, new commercial spaces and supporting infrastructure that serves and connects these sustainably while respecting the rich historic character and ecological assets that are York’s USP and contribute to its economic success and desirability as a place to live and invest. This includes delivering an average housing target of 822 homes per year to 2037/38² and provides for 237,742 sqm of new employment floorspace *plus* capacity for expansion of university uses and knowledge-based business uses associated with the University of York on the existing campus and a 21ha extension.
8. The Local Plan was extensively researched and refined over a period of several years. The Plan adopts a balanced approach to accommodating growth (as reflected in the supporting Sustainability Appraisal). This balance is intended to protect and enhance the City’s built and natural environmental assets, avoiding significant negative effects, although it acknowledged that, to meet community needs and deliver economic growth, new development may place some pressure on these existing assets.
9. Policy SSI and the spatial policies in Section 3 of the Plan articulate the overall strategy for the distribution of this growth and explain the factors that have shaped it in more detail. This is shown on the Key Diagram in Figure 3, with some selected institutional sites highlighted as reference points.
10. Policies in Section 3 of the Local Plan identify strategic housing and employment sites and set out key infrastructure requirements associated with the delivery of strategic sites. Section 4 includes a schedule of employment sites and Section 5 includes a schedule of housing sites. The scale and pattern of development is guided by the need to safeguard the City’s size and compact nature, the perception of York being a free-standing historic city set within a rural hinterland, key views towards the City, from the ring road and the relationship of the City to its surrounding settlements. The primary function of the Green Belt in York is to protect the setting and special character of the City. The Local Plan therefore limits the amount of growth proposed around the periphery of the built-up area of York, with development is focussed on:
- The main urban area of York (7,656 units) and some smaller scale urban and village extensions (2,242 units)
 - Three new free-standing settlements: ST7 Land East of Metcalf Lane (a proportion of which will be developed during the plan period); ST14 Land West of Wiggington Road (1,348) and ST15 Land West of Elvington Lane (3,339) the ‘Garden Village’ which is largest of the residential allocations which have build-out periods that go beyond the Plan period.
 - Extension at several existing employment locations, including provision for the longer-term expansion of the University of York Extension on site ST27.

11. The Local Plan Inspectors Report (February 2025) found the “strategy for York to be rational, justified and thereby sound.”

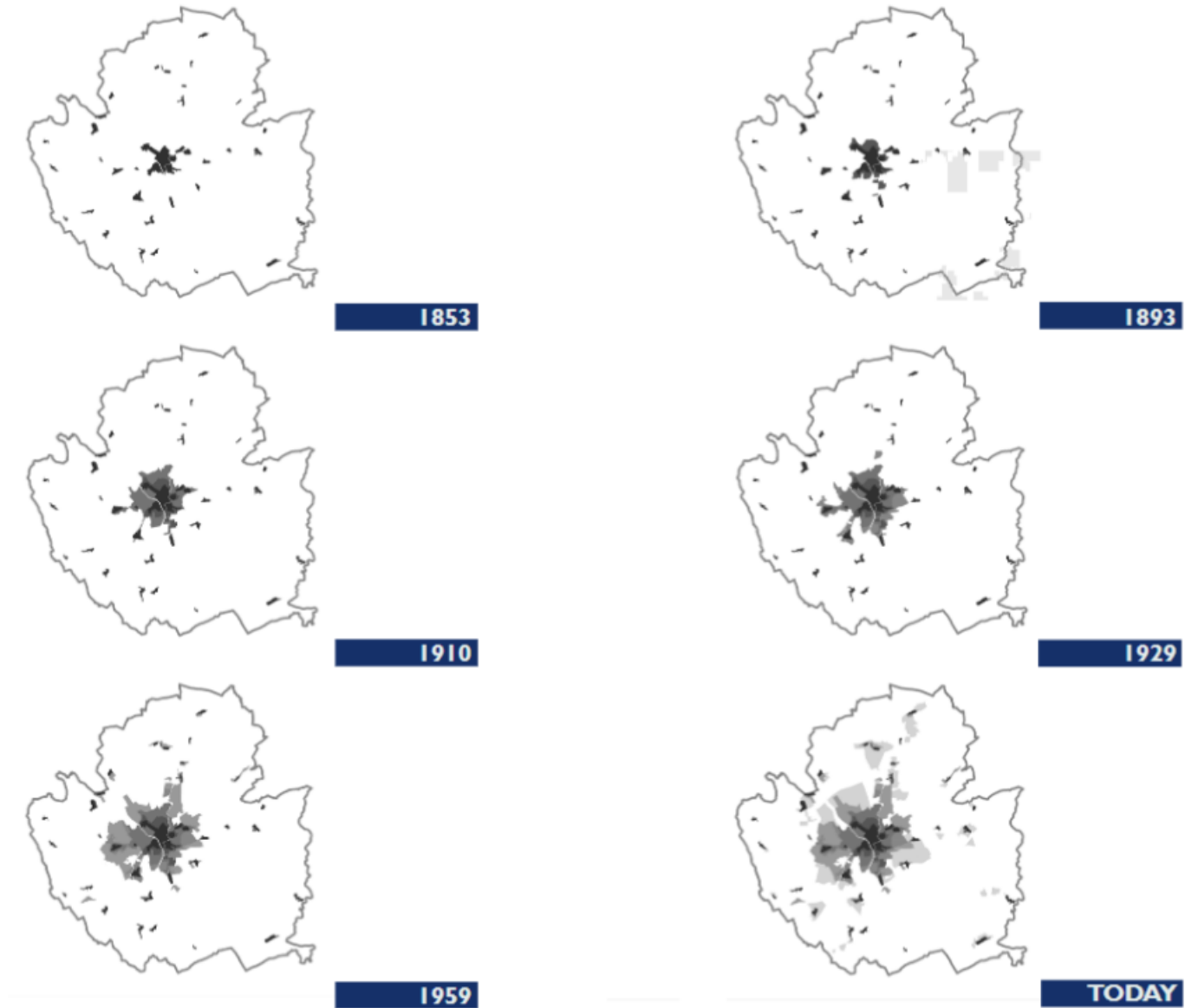


Figure 2 Evolution of York

² The Plan trajectory identifies capacity to deliver homes in excess of this to provide additional flexibility to meet the housing target and allow for lower than anticipated implementation rates as well as providing some permanence to York’s Green Belt..

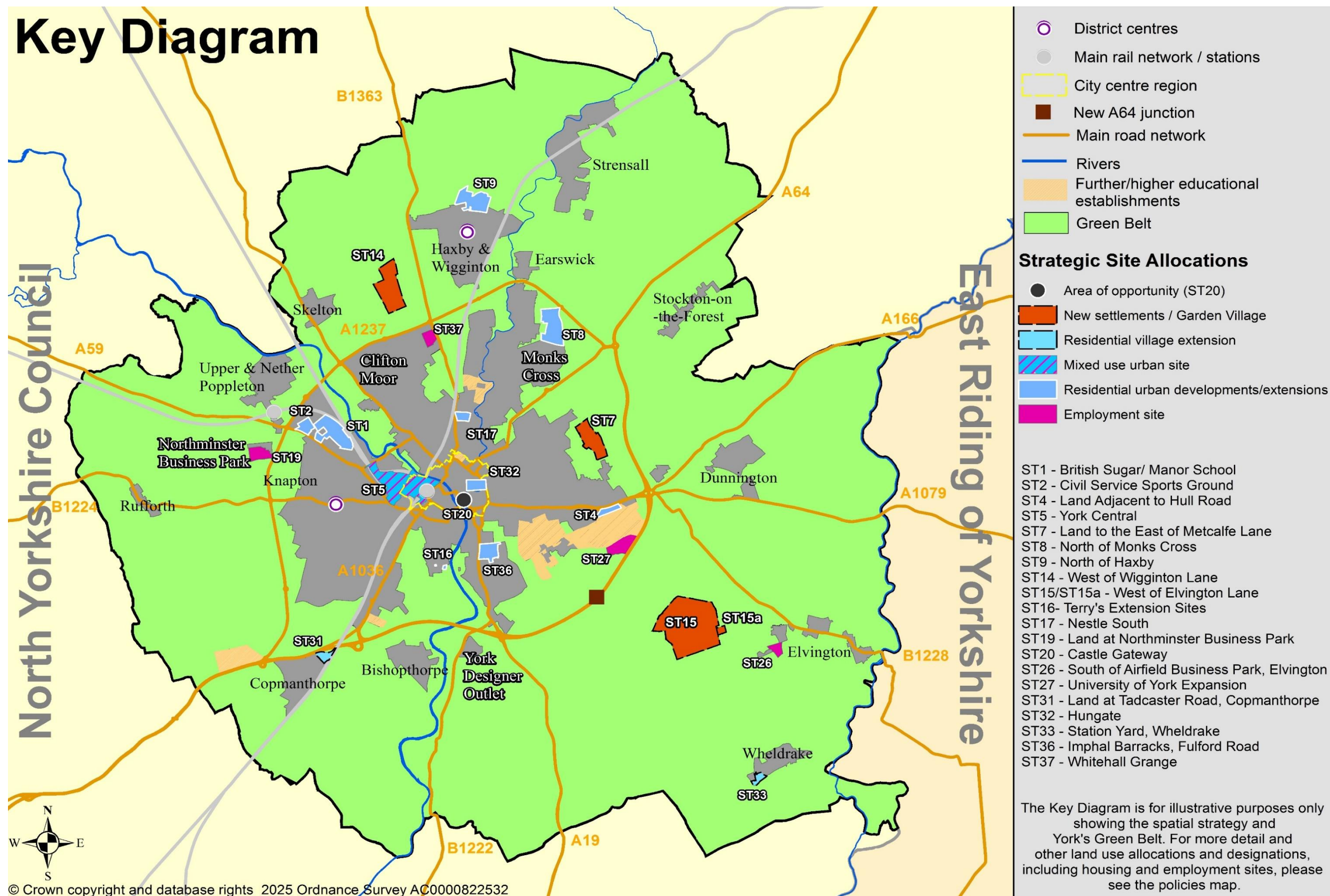


Figure 3 Key Diagram – Illustrative map showing development and key infrastructure in York.

C. Overview of Infrastructure Planning Approach

York's Local Plan

12. The Council's infrastructure evidence has informed development and examination of the Local Plan and is also intended to support its implementation. The key infrastructure requirements to enable successful delivery are reflected in the principles in Section 2 of the Plan, and include:
- Measures to ensure transport impacts of new development are mitigated; including reducing demand on the road network through infrastructure projects to deliver a significant modal shift towards walking, cycling and bus travel.
 - Ensuring sufficient school places to accommodate growth in demand from new development, including factoring in fluctuations in capacity in existing school capacity and meeting this need over the life of the Plan.
 - Providing health, green infrastructure including open spaces, and community facilities to accommodate increased demand associated with new housing and other development. Health and wellbeing of communities is focused on prevention. Covid-19 raised the profile of mental and physical wellbeing – access to vibrant neighbourhoods, reducing social isolation and loneliness enhances individual mental health and wellbeing.
 - Ensuring that utilities and flood infrastructure are sufficient and maintained to a level to deal with the impacts of development
13. CYC's approach to securing this infrastructure is set out in Section 15 'Delivery and Monitoring' of the Plan. Specific policies throughout seek to ensure delivery as set out in Appendix 2.
14. Section 3 of the Local Plan identifies onsite requirements for strategic sites, including, in relation to the standalone settlements (the latter are also highlighted in Table 1 below). CYC will continue to work with developers and infrastructure providers to ensure the appropriate location and phasing of infrastructure in line with Policy DMI and the approach reflected in paragraph 5.14 of the Plan. This includes Site Allocations ST15, Site ST7 and Site ST14, where CYC is working with developers to refine the cost assumptions and phasing associated with these to ensure that impacts on existing infrastructure are appropriately mitigated. The key infrastructure requirements defined in the Plan policies are set out below.

Table 1 Standalone Settlements

Site	Infrastructure Requirements Highlighted in Section 3 of the Plan	Strategy for delivery identified in Local Plan
Site Allocation: ST7 Policy: SS9 Land East of Metcalfe Lane	<ul style="list-style-type: none">• Deliver education and community provision early in the scheme's phasing, including<ul style="list-style-type: none">○ Create a new local centre providing an appropriate range of shops, services, and facilities to meet the needs of future occupiers of the development○ A new primary facility and secondary provision*• Provide vehicular access from Stockton Lane to the north of the site and/or Murton Way to the south of the site (as shown on the proposals policies map), with a small proportion of public transport traffic potentially served off Bad Bargain Lane. Access between Stockton Lane and Murton Way will be limited to public transport and walking/ cycling links only.• Public transport upgrades to either the Derwent Valley Light Rail Sustrans route, or bus priority measures on Hull Rd and/or Stockton Lane, subject to feasibility and viability.• The provision of a detailed site wide recreation and open space strategy which includes the creation of a new open space to protect the setting of the Millennium Way that runs through the site and supports physical activity equitably across all ages, ethnicities, genders and abilities.• Open space provision that satisfies policies GI2a and GI6 including compensatory provision for any required mitigation for 'Osballdwick Meadows' Site of Importance for Nature Conservation	<p>Key Delivery Partners: CYC; landowners; developers; and infrastructure delivery partners</p> <p>Implementation: Planning applications; and developer contributions</p>
Site Allocation: ST14 Policy: SS12 Land West of Wigginton Road	<ul style="list-style-type: none">• Create a new local centre incorporating appropriate shops, services, and community facilities• Deliver on site, accessible combined nursery, and primary education facilities, which are well connected to housing by dedicated pedestrian/ cycleways.• Secure developer contributions for secondary school places as necessary to meet the need for new places.• Provision of new all-purpose access roads to the east/south from A1237 Outer Ring Road/ Clifton Moor Gate and off the Wigginton Road/B1363• Deliver local capacity upgrades to the outer ring road in the vicinity of the site, to include associated infrastructure to protect public transport journey times on junction approaches.• Opportunities to provide grade separated, dedicated public transport routes across the A1237 should be explored in feasibility, viability, and cost-benefit terms.	<p>Key Delivery Partners: CYC; landowners; developers; and infrastructure delivery partners</p> <p>Implementation: Planning applications; and developer contributions</p>

Site	Infrastructure Requirements Highlighted in Section 3 of the Plan	Strategy for delivery identified in Local Plan
	<ul style="list-style-type: none"> • Deliver high quality, frequent and accessible public transport services throughout the development site, which provide links to other local rural communities where feasible, as well as to main employment centres. • Provision of high quality, safe, direct, and accessible pedestrian and cycle links including likely provision of an overbridge to the community, retail, and employment facilities immediately to the south • Provide open space/ green infrastructure to the west of the site. Open space provision that satisfies policies GI2a and GI6 and supports physical activity equitably across all ages, ethnicities, genders and abilities. 	
Site Allocation: ST15 Policy: SS13 Land West of Elvington Lane	<ul style="list-style-type: none"> • Social infrastructure such as health, social, leisure, cultural and community uses - early in the scheme's phasing • A public transport hub at the 'local centre' • On-site education provision to meet nursery, primary and potentially secondary demand, to be assessed based on generated need with new nursery, primary and potentially secondary provision will be required to serve the earliest phases of development. • Provision of a new junction onto the A64 and a potential secondary access via Elvington Lane (with the most recent modelling indicating this will be required). • Deliver high quality, frequent and accessible public transport services through the whole site which provide links to new community facilities, as well as to York city centre and other appropriate service hubs, including University of York. • Cycle route into the city centre via Langwith Stray/Long Lane/Common Lane and Improvements to cycle facilities on the A19 • New open space within the site and a new nature conservation area on OS10 to mitigate impact on SSSI's and SINC 	<p>Key Delivery Partners: CYC; landowners; developers; and infrastructure delivery partners</p> <p>Implementation: Planning applications; and developer contributions</p>

* Contributions towards secondary provision will be sought with a new facility provided in association with ST8 (Land North of Monks Cross)

15. Statements of Common Ground between the Council and developers were submitted in respect of ST7, ST14 and ST15 during the Examination process³. In relation to ST15, it is worth highlighting that recent transport modelling analysis of ST15 indicated the secondary access via Elvington Lane provided for in Policy SS13 *will* be required – and critical mass in terms of on-site site school provision is likely to have been represented at too early a phase in the previous update, taking account of viable school sizes (expanded on later in this report). Secondary provision is expected to be required, but the latest modelling indicates this would be required in the mid to late stages of the development (for reasons explained later in this report). As acknowledged in NPPF, where the delivery of large-scale developments extends beyond an individual plan period (such as ST7, ST14 and ST15), the associated infrastructure requirements may not be capable of being identified fully at plan making stage. Accordingly, the CYC rates of delivery and infrastructure requirements will be kept under review.
16. More details on infrastructure needs and the proposed response are set out in the remainder of this report, with a focus on Transport, Education and Health. Appendix I supplements this and includes a schedule of planned infrastructure projects, identifying key infrastructure requirements including, where possible, for strategic sites. The schedule identifies costs (actual or indicative) where available, timeframes for delivery and the organisations responsible for delivering and funding these projects. These schedules are not an exhaustive list of infrastructure across the City, just the key infrastructure projects that are essential and required to support the cumulative development in the Local Plan or specific site allocations within it, in alignment with the policies set out in the Local Plan. The assessments of need and estimated costs draw on published service plans and strategies, but primarily on direct engagement with the relevant infrastructure providers – building on the engagement established in connection with the preparation of IDP, 2018 [SD128] and IDP Note, 2022 [EX/CYC/79]. Where Appendix I identifies costs, these are:
- Where known and secured, *actual* costs along with funding sources; and
 - Where estimates, these draw reasonable benchmark costs or detailed business cases and identify potential funding sources that have a reasonable probability of being secured.
17. There are instances where the exact infrastructure impacts and costs will be unknown until the form, layout and impacts of the development are determined in the context of a planning application and supporting evidence, such as a transport assessment. In these cases, CYC has applied high-level costings to test the impacts on viability; these are identified in Appendix I (shaded grey).

³ <https://www.york.gov.uk/planning-policy/local-plan-examination-library-statements-common-ground>

Testing infrastructure costs and viability

18. We have tested through the Local Plan Examination high-level costs for anticipated infrastructure delivery based upon the policy requirements and developer contribution process. The Inspectors report found that the policy approach to collecting developer contributions was reasonable⁴. Modifications were inserted into Policy DMI 'Developer Contributions' to ensure that we could consider a viability assessment at the time of application, and if a development can be shown not to be viable, then the phasing of obligations, and /or including a review mechanism in any legal agreement can be considered. This approach is now adopted through Policy DMI.

19. The Local Plan Examination considered a number of documents in relation to understanding and testing development costs:

Document Link (and Local Plan Examination Reference)	Title of Document	Publication Date
CD018	City of York Local Plan Viability Assessment Update Study (April 2018)	18 May 2018
HS/P2/M6/IR/1b(i)	Technical Note: City of York Viability Plan Update Addendum, May 2022	4 May 2022
EX/CYC/99a	Viability Assessment of ST7 - July 2022	21 July 2022
EX/CYC/99b	Viability Assessment of ST14 - July 2022	21 July 2022
EX/CYC/99c	Viability Assessment of ST15 - July 2022	21 July 2022
EX/CYC/107/3	Student Housing Policy H7 Note August 2022 (the technical note appended deals with the viability implications of this policy)	24 August 2022
EX/CYC/79	Phase 2 Infrastructure Note May 2022	18 May 2022
EX/CYC/107/8	Infrastructure Gantt Chart May 2022 Revised August 2022	24 August 2022

20. The Technical Note: City of York Local Plan Viability Update Addendum (2022)⁵ was prepared to illustrate the viability implications of the Local Plan under changes that had occurred since submission of the IDP in 2018 [CD018], particularly reflecting NPPF wherein the policy requirements in the proposed Local Plan should not undermine the deliverability of the plan. It was published to reflect particularly:
- Changes to the housing trajectory of the tested strategic sites;
 - Changes in market conditions, particularly resulting from the Covid 19 pandemic, which have significantly affected current sales values and build costs, and will potentially impact the future delivery of sites in York; Technical Note Addendum Note Page 2 of 46;
 - Testing of the infrastructure development requirements and costs to deliver the Local Plan based on the IDP [2018] as amended by subsequent updates including the Key Infrastructure Requirements Updated Gantt [EX/CYC/70];
 - Policies CC1 to CC3 being revised for meeting the Climate Emergency agenda and ensuring sustainable design and construction standards can be achieved; Policy GI2 Biodiversity and Access to Nature will need to reflect the Government's Environmental Act mandatory changes for a 10% net gain in biodiversity; and
 - Policy GI2a Strensall Common Special Area of Conservation is a new policy that may impact the development costs for specific sites and is therefore tested in this Addendum.
21. The appraisal demonstrated the Plan was deliverable, with most sites having significant 'headroom' even when accommodating development costs. The updated Infrastructure Gantt Chart (August 2022) reflected that there was a requirement for the following infrastructure needs. Appendix I updates this position.

⁴ <https://www.york.gov.uk/downloads/file/10084/inspectors-report> Issue 24: Does the Plan properly provide for delivery and monitoring?

⁵ <https://www.york.gov.uk/downloads/file/7888/ex-hs-p2-m6-ir-1b-i-app-2-city-of-york-council>

Contribution type	Indicative costs (2022) (£millions)	Committed sum (2022)(£millions)
Primary Education	£76.5m	£3.3m
Secondary Education	£48.8m	£3.0m
Health	TBC	TBC
Transport – parking and demand management	£35m	£7.0m
Transport - Highways	£411m	£325m
Transport - Highways <i>indicative of additional upgrades due to ST sites</i>	£258m	£155m for ST5 (York Central)
Transport - public Transport & active travel	£108.4m + needs for over the plan period	£55.1m
Green infrastructure including Open Space & public realm	£2.1m + need for over the plan period & ST sites	£2.1m
Utilities & Flood Risk	£116 + need for over plan period	£116m

Community Infrastructure Levy

22. CYC's approach to securing developer contributions presents a particular opportunity to enable delivery of Plan policies – including the introduction of a Community Infrastructure Levy. Since 2010, authorities in England and Wales have been empowered to establish a Community Infrastructure Levy (CIL) to help pay for infrastructure to support development. A portion of CIL must be allocated to neighbourhoods. CYC's Executive on 16 June 2022 decided to move forward with production of a Community Infrastructure Levy. This will provide a flexible tool to respond to the variations of levels of capacity within existing infrastructure networks and facilities (such as schools) to allow CYC to have a more agile response to short term changes than can be provided through pooled planning obligations. It will also more effectively capture contributions from smaller development - which cumulatively give rise to infrastructure impacts. CIL also provides more certainty to developers on costs up front (expediting negotiations on developer contributions).
23. It is likely Section 106 will still have a role in securing on-site infrastructure provision on the largest strategic sites, in such cases CIL will be set at a level which takes proper account of these costs. This charge on the development can operate alongside S106, which can continue to be used for affordable housing and other on-site infrastructure.
24. Further testing of viability assumptions has been undertaken to support the implementation of a Community Infrastructure Levy; this has established the likely 'headroom' available, following costing of the policy implementation. The evidence presents recommendations on charges that could be levied via the charging schedule. The CIL Viability Evidence is:

Title of Document	Publication Date
CIL Viability Study	December 2022
CIL Sensitivity Test Viability Report (November 2023) CIL Sensitivity Test Viability Report Errata Addendum (December 2023)	November 2023 December 2023
CIL Viability Study Addendum	June 2025

25. Consultation on a draft CIL Charging Schedule was undertaken in Spring 2023. The supporting evidence base (Dec 2022) reflected the proposed policies set out in the Local Plan. Following consultation, the evidence was sensitivity tested using assumptions from representations received and further consultation on a revised CIL charging schedule was undertaken in December 2023. The latest evidence in June 2025 was prepared to update the base data for particular use types to ensure the draft charging schedule remained viable.

CIL Next Steps

26. CYC will shortly be submitting the proposed draft Charging Schedule, together with the above supporting evidence, for independent Examination. The outcomes of this will inform future publications of the IDP.

York and North Yorkshire Combined Authority

27. The York and North Yorkshire Combined Authority was formally established in December 2023 with the Mayor, David Skaith, elected in May 2024. The Mayoral Investment Fund is worth £540 million For the York and North Yorkshire area over 30 years and as such, they become a key delivery partner. From its launch until March 2025, the new Combined Authority was in receipt of more than £56 million of funds invested for the benefit of communities across the region. This included £12.7 million for housing, to deliver more than 700 new homes on brownfield sites, and a further £10 million to support transition to net zero, unlocking economic opportunity, empowering business growth and creating new and better paid jobs. An adult education budget will also be devolved to York and North Yorkshire. The Combined Authority will continue to deliver business services such as the York and North Yorkshire Growth Hub, which has supported over 800 businesses already this year.
28. The YNYCA [economic framework](https://yorknorthyorks-ca.gov.uk/wp-content/uploads/2024/10/Economic-Framework-3rd-October-2024.pdf) released in August 2024⁶ recognises the economic priorities, plans and policies already shaped by City of York Council (CYC) and North Yorkshire Council (NYC), and uses them to build a framework of priorities and ambitions for the York and North Yorkshire Combined Authority that deliver across York and North Yorkshire. There are three overarching ambitions:
- Transition to carbon negative – a carbon negative, circular and more resilient economy.
 - Deliver inclusive economic growth – a global, innovative, productive economy with strong and thriving businesses.
 - Increase opportunities for all – a thriving and inclusive economy.
29. Further strategies will be released in due course to support the delivery of the ambitions of YNYCA, which will feed into future iterations of this plan. Currently, the council has confirmed funding for various projects from the MCA for c£23m. Relevant to the IDP are projects for brownfield housing schemes and transport. Transport projects account for c£18m of secured funding.

Our Ambition and Priorities for York and North Yorkshire



Figure 4 YNYCA Economic Framework (2024)

⁶ <https://yorknorthyorks-ca.gov.uk/wp-content/uploads/2024/10/Economic-Framework-3rd-October-2024.pdf>

CI Transport Infrastructure

Context

30. York is at the centre of the national rail network, enjoying fast and frequent services to major cities across the UK including London, Leeds, Manchester, Newcastle, and Edinburgh. It has one of the highest levels of rail accessibility in the UK (see Figure 5). Investments on the national railway network, including those set out in the Integrated Rail Plan of November 2021, will enhance capacity and line speed on the key routes serving York, including the East Coast Main Line, Trans-Pennine routes and the lines between York and both Harrogate and Scarborough, where train capacity will be doubled from 1 to 2 trains per hour.
31. York's key strategic road route is the A64 Leeds to Scarborough Road. This bypasses York to the south and is served by four grade separated and one flat junction, connecting into the York local network. The A64 is managed by National Highways. York's northern ring road is the A1237, a single carriageway road constructed approximately 35 years ago. It is managed by CYC. Within York there are 6 key radial routes (A19N, A1036 Malton Road, A1079 Hull Road, A19S, A1036 Tadcaster Road and A59 Boroughbridge Road), plus a series of subsidiary radials. These routes are operated by CYC. The City has an inner ring road, which has a mixture of single and dual carriageway sections and runs, broadly, around the City's historic walls. The area inside the city walls is generally either residential in character or is the pedestrianised heart of the city. This area is not penetrated by strategic highways and there are relatively few through trips here. The only available through route is the B1227, which crosses York's river on Ouse Bridge.
32. Key radial routes and the A1237 all suffer from delays and congestion. This is perhaps most marked on the A1237 and in York city centre. Fulford Road and Wigginton Road suffer from high levels of congestion on a day-to-day basis. The A64 suffers congestion east of York, particularly where the dual carriageway section ends at Hopgrove roundabout. Traffic congestion can lead to poor air quality in central York and frustration for road users who suffer delays.
33. National Highways is considering the case to dual the A64 between Hopgrove and Barton Hill, significantly reducing journey times and improving journey time reliability east of York. CYC is dualling the A1237 between the A19N junction and Hopgrove; and is preparing the business case to dual a further section between the B1224 Wetherby Road and A19N. the B1224 and A59 roundabout junctions have already been upgraded to reduce journey times and improve journey time reliability on this key orbital route. Generally, improvements to the A1237 and A64 will reduce travel through villages by vehicles seeking to avoid congestion on the routes as they are currently provided. The upgrades to the A1237 particularly offers the potential to remove vehicle trips currently travelling through the centre of York to avoid congestion on the A1237
34. York's bus service has one of the highest rates of electrification in UK, with 100% bus electrification . Levels of bus use are high in absolute terms and York has the 8th highest use of bus in England outside London (trips per capita head, 23-24) Passenger numbers are recovering towards pre pandemic levels. Bus services in York are provided by 5 bus operators. Bus service provision and infrastructure planning are co-ordinated through the York Enhanced Bus Partnership, and a range of multi-operator tickets are available in the city. The principal radial road approaches to York City Centre all have a degree of bus priority. This is supplemented by the six park and ride services at key junctions on the city's outer ring road. Record patronage on the Park & Ride services was achieved during 2024. A new Bus Service Improvement Plan, covering York and North Yorkshire is being developed by the York and North Yorkshire Mayoral Combined Authority.
35. York also has a well-developed cycling and walking infrastructure network, representing a historically high use of active modes in the city, and an investment strategy which prioritised making provision for pedestrians and cyclists over the last 40 years. In consequence York has both high ownership and use of cycles, and one of the highest levels of use of cycles for the journey to work in the UK. There are high levels of cycling and walking in York, but key issues centre on the need to improve current facilities within the context of a road network which comprises relatively narrow road alignments which struggle to accommodate cycle lanes. A

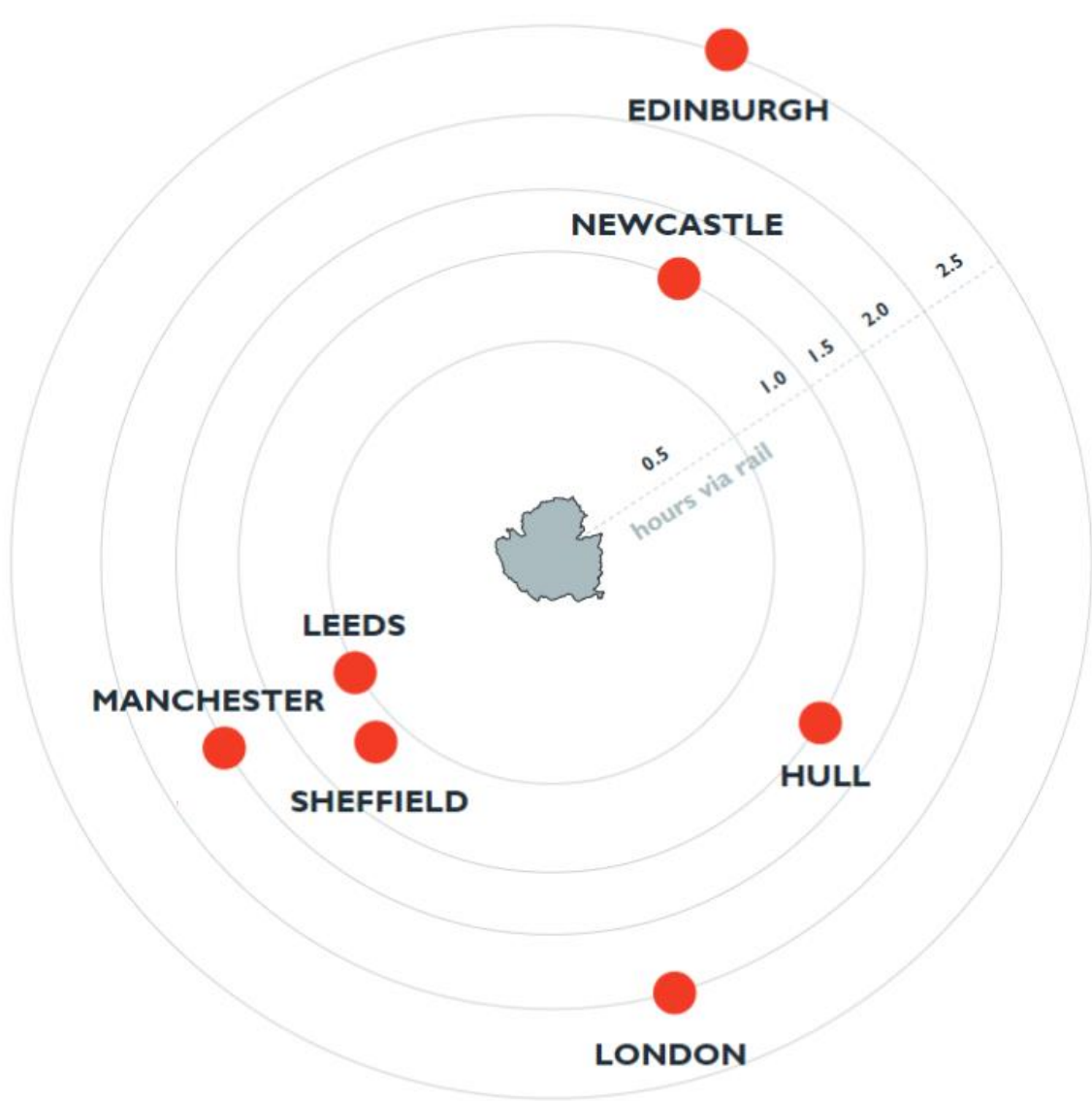


Figure 5 Rail Journey Times (Selected) Cities

Local Cycling and Walking Infrastructure Plan (LCWIP) to prioritise provision of new active mode infrastructure has been approved and funding secured from the Mayoral Combined Authority to begin delivery of infrastructure to help increase the number of walking, wheelchair user, wheeling and cycling trips.

Summary of Plan Impact/ Demand

36. The Transport Topic Paper, 2018 [SD076] supporting the Local Plan forecasted that from 2016 to 2032/33 on the network as a whole: Total trips increase by approximately 20%, Total travel time increases by approximately 30% and total delay increases by approximately 55%; particular impacts are seen on the A64, A1237, A19 Fulford Road and Wigginton Road. Upgrades to junctions seeing increased congestion and delays to traffic are currently being assessed through use of York’s new VISUM transport model – which was developed to assist with transport planning for the identified Local Plan growth.
37. Initial indications are that, overall, changes from the 2019 base are smaller scale by 2033 than forecast from 2016 and there are fewer severe impacts. This is partly a function of the change in the transport network (for example, the assumption of dualled A1237, different access strategy for ST15 etc). This is anyway conservative, as the modelling does not take account of the likely permanent reduction in peak time commuting as a result of travel behaviour change following the covid pandemic. CYC also made more progress than anticipated in 2018 in developing sustainable modes, particularly bus (£35m BSIP/ Zebra), rail (Haxby Station), cycle/ walk (Active Travel Fund and orbital route associated with dualling A1237)
38. Development is expected to result in in additional bus trips from the north-west and south of York into the city centre. Additional trips generally are also expected to result in increases in use of the cycling and walking networks, although these can accommodate significant increases in trip making without a need for additional provision

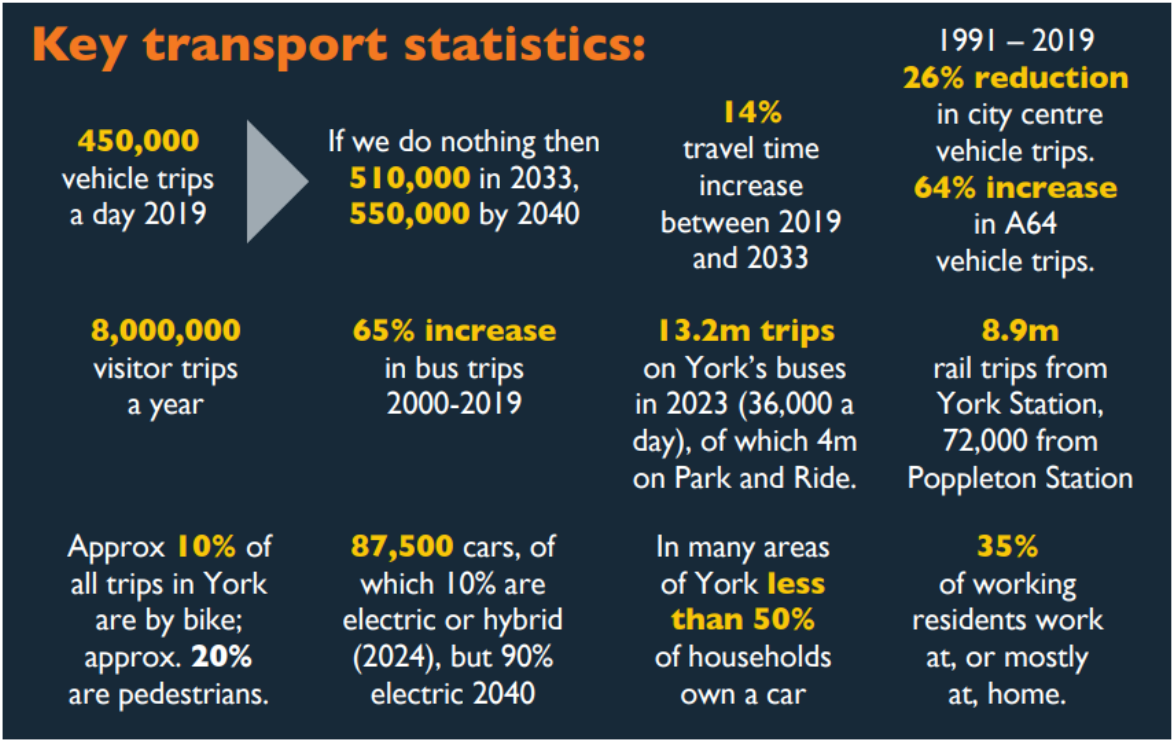


Figure 6 Local Transport Plan (2024)

Delivery Strategy

39. There are three main elements to CYC delivery approach response to addressing projected transport demand. Firstly, the pattern of growth and the location mean strategic sites have been placed in locations close to existing sustainable transport networks or in locations capable of being linked to these, reducing the need for additional infrastructure to a minimum (see Figure 7).
- The residents of, and employees within, the existing main urban area of York will benefit from access to existing sustainable transport infrastructure including the changes announced in the Integrated Rail Plan highlighted above. York Central is at the centre of the York bus network and is penetrated by several routes, including two park and ride services. Public realm interventions planned at Castle Gateway (ST20) will enhance the pedestrian environment and bus interchange there. Residents of the new developments in York will also benefit from access to this infrastructure through, where available, use of existing infrastructure; and where not available construction of entirely new links connecting the sites to existing networks.
 - Sites ST1, ST2, ST4, ST5, ST8, ST19, ST20 and ST32 and ST36 are adjacent to existing park and ride sites or passed by park and ride bus services at least every 10 minutes. Employment site ST27 and residential site ST17 are adjacent to other 15-minute or better frequency bus services.
 - Sites ST7, ST14 and ST15 are large enough to support the extension of existing high frequency or provision of new high frequency bus services themselves – after an initial period of pump priming funding as set out in Local Plan policy T1. ST15 is well located in relation to the University bus service – most frequent and highest capacity in the city. A segregated route over the A64 will be provided to ST15. Inevitably the development will increase traffic volumes on Fulford Road, but modelling work is ongoing to consider options to mitigate this impact.
40. Secondly, CYC continues to work with National Highways to identify enhancements to existing transport networks and programme these interventions, including, where a need is identified, the core highway network to ensure infrastructure is in place to meet demand from growth. CYC is already well advanced in delivering some of the key infrastructure interventions required to accommodate Local Plan growth – particularly the capacity enhancements and dualling of the York northern outer ring road, and improvements to bus networks, where work developing the projects is well advanced with funding streams identified and business cases in preparation. Further highways interventions will be secured to link the developments into the existing road network. These vary in scale, with the largest interventions identified to link the two largest stand-alone developments directly into the existing/ enhanced sub-regional network (ST14 link to Clifton Gate roundabout; ST15 new junction on A64). York Central is delivered with a new access road linking Water End with the city centre. Other sites are linked into existing radial/ orbital distributor highways. Principal upgrades are:
- York Central Access Road - section completed 2025
 - A19N to Hopgrove dualling and junction upgrades – to be delivered 2025/6
 - Accesses to ST15 (to A64) and ST14 (to A1237) – coordinated with site developments

Thirdly, the Local Plan (in particular Policy T8) sets out how targeted investments and demand management techniques will be used to ensure as many trips as possible take place using public/ active transport – both in the new developments and existing development in York. There are ambitious targets for public transport and active mode use from all developments – especially the large strategic sites. ST7, ST8, ST14, ST15 – comprising 5,361 dwellings over the Plan period, have an ambitious 15% mode share to bus. This will prepare the existing network to accommodate the additional trips generated by the Local Plan development. York's Bus Service Improvement Plan (BSIP) contains aspirations to enhance the bus service generally and provide Bus Rapid Transit services to sites ST14 and ST15 to deliver the 15% mode share to bus identified in the site-specific policies for these sites. A further ST15 Sustainable Transport Study is in progress and is considering options for walk/ cycle links between ST15 and the existing built-up area. The BSIP (and an associate Zero Emission bus bid) was awarded £17.4m of funding by DfT in April 2022, plus £8.4m for bus electrification. A range of projects have been delivered using this funding, including improvements to bus facilities at York Rail Station, comprehensive rollout of improved real time bus information across the city, bus stop improvements and bus service support. The final, major capital projects are at, or have been through, consultation stage and will be delivered in 2026.

41. A sustainable transport package has been designed to mitigate car trip growth for York Central (ST5). This comprises a network of new cycle lanes and routes through and to the development, new bus routes linking the development with existing shopping areas and three new pieces of bus priority lane. The development also has an extensive Travel Plan which will be delivered in partnership with CYC. The development will benefit from the comprehensive redevelopment of the frontage of York Rail Station, which will improve the station area as a gateway, provide more space for passenger circulation and provide better (and more) bus stops outside the station to cater for an expansion in York's bus services. More broadly, CYC are delivering several schemes to improve walking and cycling facilities across the City. Over time these will continue to reduce car trips on congested radial corridors. This includes new cycle lanes through York Central, around the Railway Station and on Tadcaster Road, Shipton Road, Acomb Road and the A1237 Ouse Bridge. CYC is developing a Local Cycling and Walking Infrastructure Plan. Urban fringe strategic sites will be linked into existing walk and cycle networks. ST14 and ST15 will have dedicated walk/cycle paths, as required through policies SS12 and SS13. A study is in progress to determine how best to provide cycle routes to ST15.
42. Appendix I sets out key current projects and some of these key interventions in respect of freestanding settlements (ST7, ST14 and ST15) presented on Figure 7.

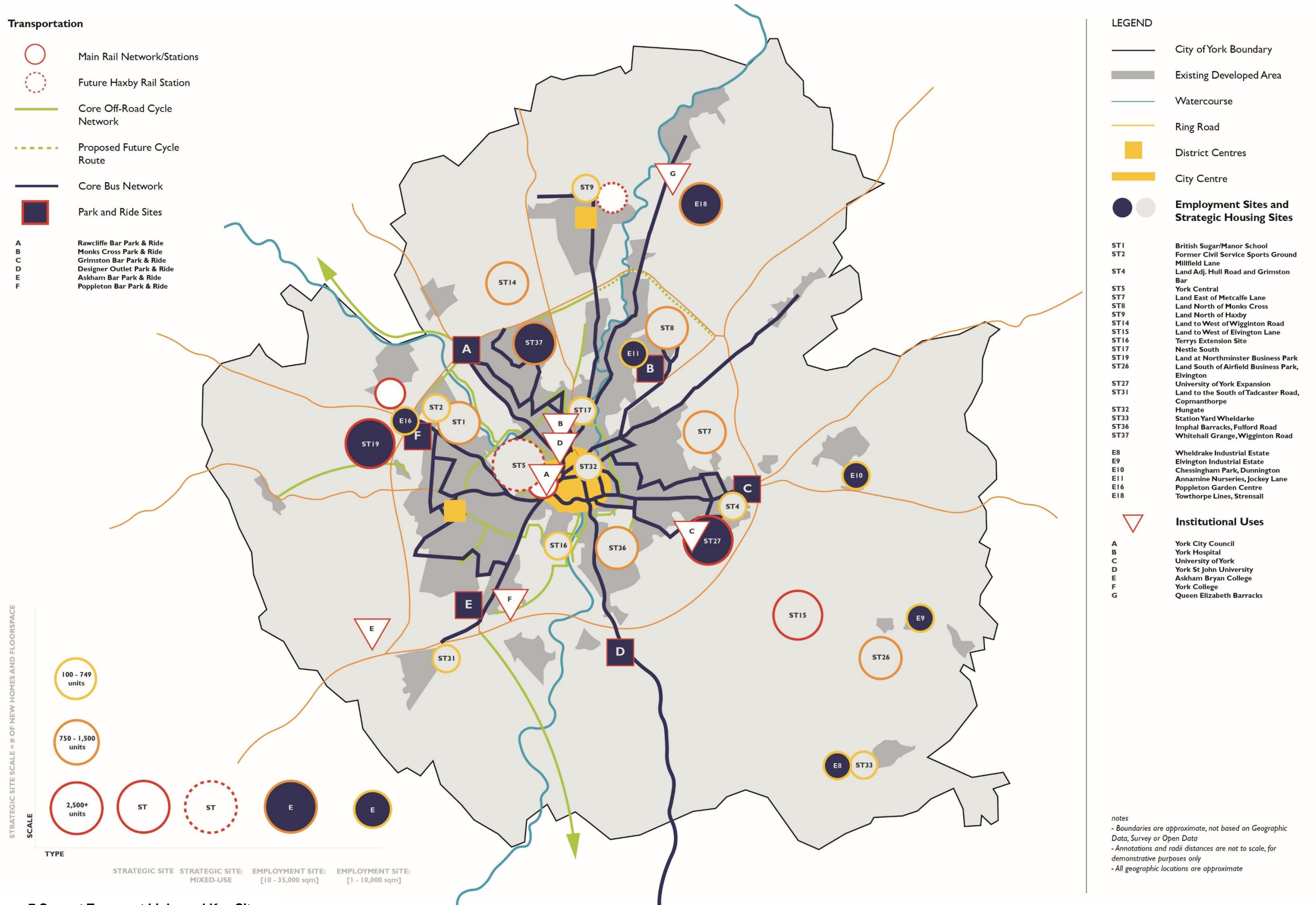


Figure 7 Current Transport Links and Key Sites

43. In 2024 York published a new Local Transport Strategy 2024-2040; this identified 10 strategic objectives to deliver the vision “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.”
44. The Local Cycling and Walking Infrastructure Plan (2024) prioritises provision of new active mode infrastructure, the main aim of which is to boost active travel opportunities for residents and visitors, and to complement the approved Local Transport Strategy and its Implementation Plan.
45. It is also important to note that outside of Local Plan processes, other programmes and initiatives with separate funding streams will support the shift to more sustainable modes of transport, for example York’s response to the National Bus Strategy and other local sustainable transport strategies and programmes. Funding has also been confirmed by the Department for Transport for a new station at Haxby as part of a £10.2bn investment in rail projects across the UK. CYC is currently working on an updated Local Transport Plan which will help to continue the shift to sustainable transport in York. Examples of other measures (this list is not exhaustive) beyond the Local Plan, but which will support implementation are set out below:
- CYC has approved a Local Transport Strategy but is awaiting DfT guidance on preparation of Local Transport Plans. Our BSIP and active travel funding and the award of funds to develop Haxby Station indicates CYC’s ambition regarding sustainable transport.
 - CYC is bringing forward a series of Active Travel Fund projects to improve pedestrian and cycleways. It has approved a York Local Cycling and Walking Infrastructure Plan to inform future network development. These measures will complement a programme of large investments in cycle/ walkways in York, including considering priority corridors and neighbourhood improvements.
 - Use of sustainable transport will continue to be encouraged through the city’s existing travel behaviour change unit, I-travel, who have been in operation for over 10 years. I-travel will lead on green travel plan initiatives across the new Local Plan development – something they are already doing for several of the developments which are already moving forwards (for example, York Central where Homes England have agreed a 10-year settlement with CYC to deliver the development’s travel plan and monitoring). The York Bus Improvement Plan investment is continuing through £2.1m of Mayoral Bus Grant capital funding for 25/26 and continuing revenue support for bus services – including the extension of Park and Ride operating hours. The BSIP includes measures to deliver Policy T1 of the Plan, to provide high quality bus services from first occupancy of developments. The BSIP contains a range of interventions to improve/simplify bus fares in York, increase service frequencies and improve service speeds through more bus priorities. Electrification of First Group buses was completed part funded by the operator and part funded by the Governments Zebra fund. Council officers are working with the remaining operators to understand opportunities for making their fleets zero emission.

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



Figure 8 Local Transport Strategy 2024-2040 Strategic Objectives

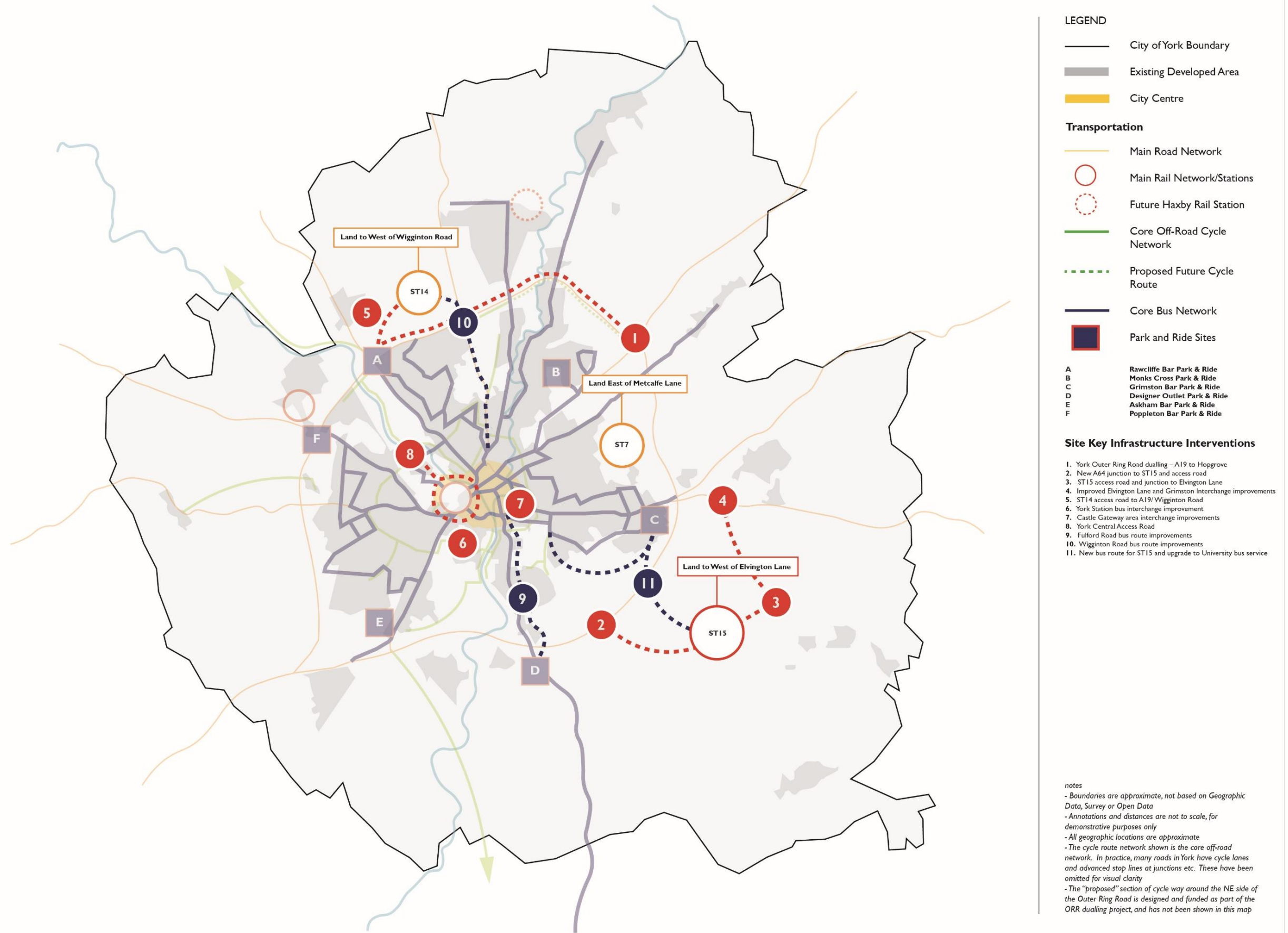


Figure 9 Free Standing Settlements and Key Transport Interventions

C2 Education

Context

46. CYC is subject to legal requirement in respect of the provision of schools and early years provision. There are 63 publicly funded schools currently in operation in York, which include community and voluntary controlled schools that are maintained by the Local Authority, as well as academies that are often run together within a group of academies – called a Multi Academy Trust (MAT). Schools in York are shown on Figure 11. 2021 figures show there to be 272 registered providers across the city however this can change from term to term due to the dynamic and very fluid nature of this sector. Registered provision in 2021 comprises full day care nurseries (39), pre-school playgroups (30), primary schools with nurseries (25) - maintained, academy and independent schools, nursery school (1), childminders (119) out of school and holiday clubs (58). Only the nursery school and maintained schools with nurseries are directly managed by the local authority. Provision in the other sectors is managed by private companies, voluntary management committees or academy trusts or are self-employed workers. This is historically a very fluid market, and the pandemic has exacerbated the level of future uncertainty. Many providers currently face financial sustainability issues, recruitment and retention difficulties and changes in demand. National early years policy is also very fluid and ongoing policy changes could impact on both future supply and demand of early years provision.
47. Analysis of primary and secondary pupil yields from new completed development in 2020 school census data was undertaken to determine the number of pupils living on large new housing developments and track how the pupil yield varies throughout the lifecycle of these developments. This analysis in the graphs (in Figure 10) shows a clear pattern of pupil emergence that has further been confirmed with additional data from 2021. In York it has taken on average 8 to 10 years from first occupation of a new housing development for maximum primary pupil yield to be reached as illustrated on Figure 10. Further analysis carried out in 2021 to explore the emergence of pupils and the pupil yield generated from housing developments with 100% affordable housing showed these vary from open market housing. The emergence of pupils was immediate in local schools, with primary pupil yield rising much higher from these developments, than from the majority open market housing developments that included those analysed in 2020.
48. In addition to the relatively late emergence of primary pupils, nationally birth rates are known to fluctuate and this oscillation is reflected in the number of applications received in the primary admissions round each year by CYC. This makes it extremely difficult to gauge where in the birth cycle a new development will begin to be occupied and whether peak pupil yield from the development will emerge at a point of high demand for pupil places, causing an additional demand for places that wouldn't otherwise have occurred. Although high birth rates resulted in increased primary applications in recent years, these began to decline in the 2019/20 admissions round and have declined further since then. Analysis of national birth rates over time suggests these trends will once again be reversed and birth rates will rise, however it is impossible to know when this will occur again. The long-term impact of the global pandemic and Brexit on birth rates and primary applications in York is unpredictable and medium to longer term trends are unclear.

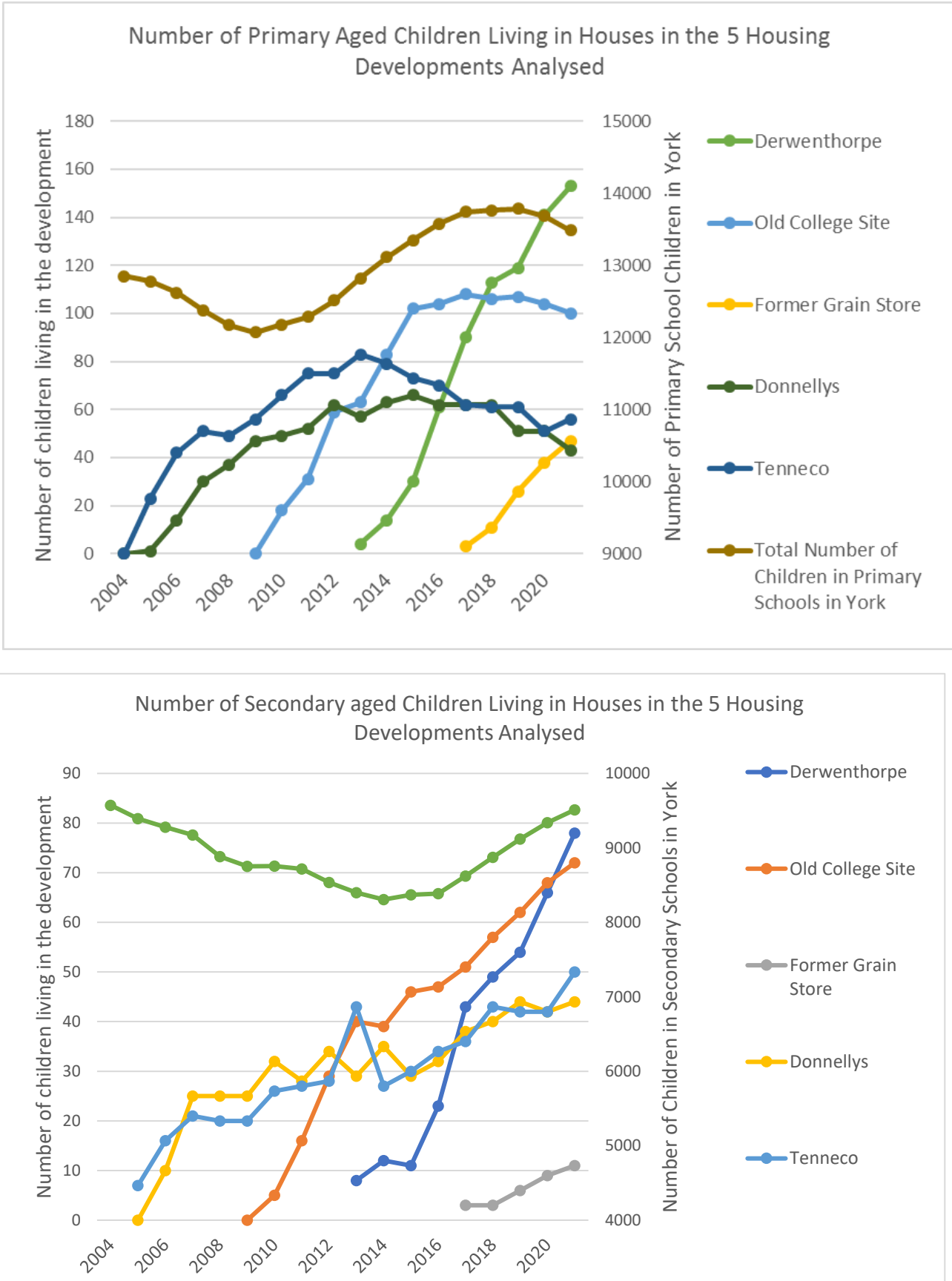


Figure 10 Pupil Yield Analysis – Primary and Secondary

Summary of Plan Impact/ Demand

49. Forecasting the required number of places for a school or planning area looks at projected numbers for up to 7 years in the future. The difficulty of forecasting this far ahead - and the likely increase in inaccuracies the further ahead forecasts go - is widely acknowledged. This is particularly true of early years and primary forecasts, as actual births are only known for three years ahead, and projected births are used after this. The latter is subject to change, which can cause further difficulties in forecasting the likely number of surplus places available for a development. A significant number of people buying new houses in York appear to do so with a new or young family, or with the intention of starting or increasing their family. Evidence for this is seen in the number of reception age children generated from these new housing developments. These trends in York fit the DfE profile statement (2019): ‘New housing tends to attract more young families than older housing, yielding higher numbers of pupils particularly in the pre-school and primary age groups, though this stabilises over time until the development resembles the mature housing stock.’ Local Plan Policy H3 requires a mix of housing to be provided reflecting the latest Strategic Housing Market Assessment (see Table 2). More than half of the City’s affordable housing need is for 2+ bedroom properties and these types are predominantly required for families including children.

Table 2 Housing Mix

	1 bedroom	2 bedrooms	3 bedrooms	4+ bedrooms
Market	5-10%	35-40%	35-40%	15-20%
Affordable home ownership	15-20%	45-50%	25-30%	5-10%
Affordable housing (rented)	30-35%	35-40%	20-25%	5-10%

Source: Local Housing Needs Assessment (EX/CYC/92)

50. An annual audit is undertaken to assess the sufficiency of early years and childcare places and determine whether existing supply is meeting current demand. A range of data sources are used to determine sufficiency at ward level. This includes birth data, current capacity of existing provision, annual provider survey, annual parent survey and local intelligence including brokerages undertaken by Family Information Service. As noted above, there are challenges in accurately forecasting potential demand for the early years sector. Longer-term impacts of Covid-19 on jobs, changes to working patterns and locations and the associated demand for early years provision and childcare places are still being assessed. Changes in employment and income levels could also mean changes in eligibility for the funded 2-year-old places and for the 30 hours for 3- and 4-year-olds.
51. From the data available, there is predominantly sufficient early years provision to meet the needs of the families within a reasonable distance of work or home, however there are some pressure points in certain areas of the city. Local intelligence is suggesting there may be a shortage of places, especially baby places, across many areas of the City. However, it is a fluid, changing picture currently exacerbated by the recruitment and retention issues that early years providers are experiencing.

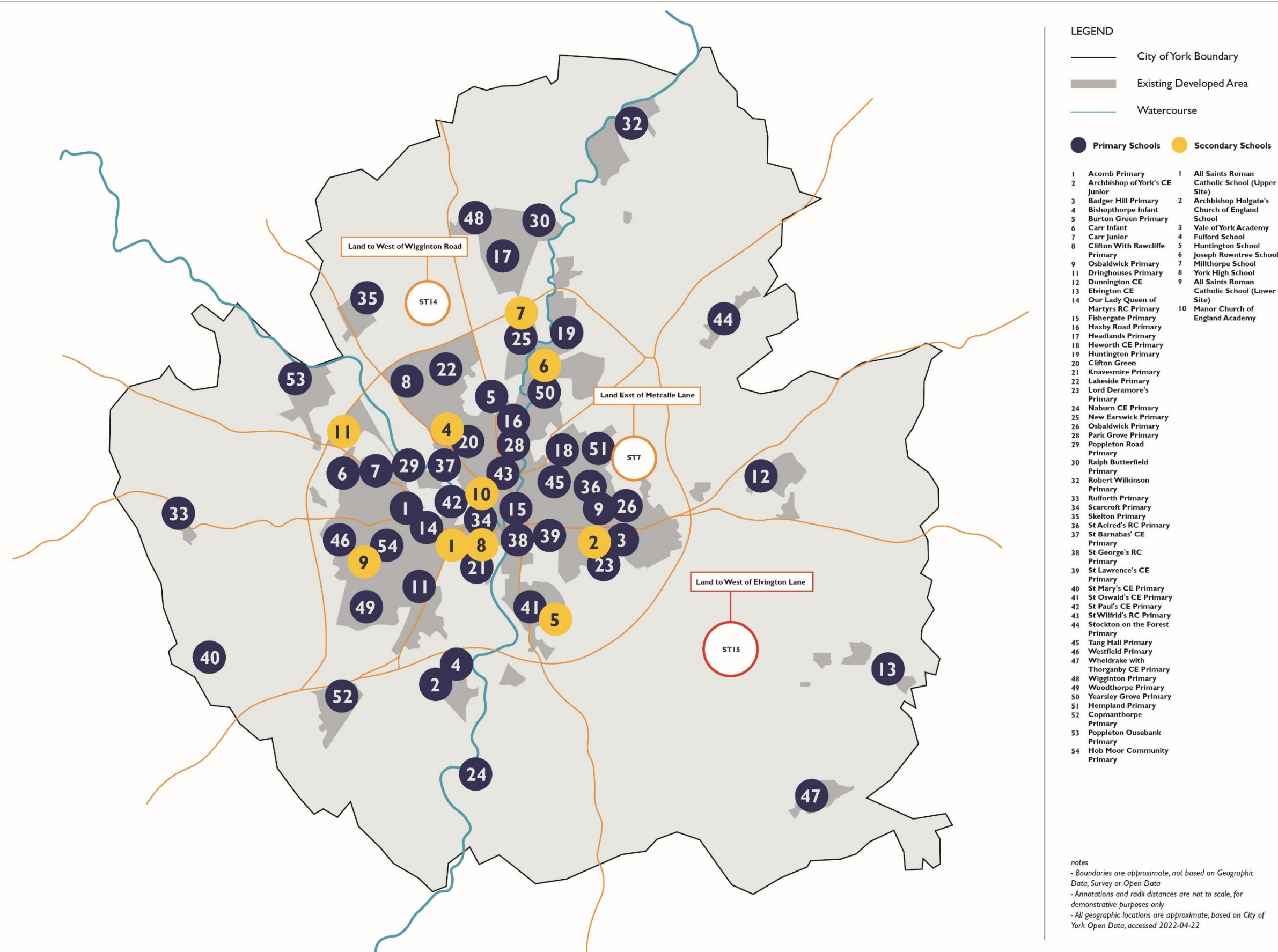


Figure 11 Primary and Secondary Schools

Delivery Strategy

52. Appendix I identifies the potential requirements for primary and secondary education infrastructure to support Local Plan implementation in line with policies HW4 and ED6. DfE provides basic needs funding, but it is expected that the costs of school places associated with new development will be met by developers through planning obligations in line with Policy DMI. This might include, for example, by:
- Providing new schools or school buildings or early years provision on site and in instances of larger early years yield forecasts, the development of new provision, where possible co-located with a new primary school build may be the most viable, cost-effective option. Consideration will be given to inclusive, flexible buildings with shared spaces where appropriate (see Appendix I which highlights onsite requirements)
 - Developing a separate new facility within the locality or expand existing provision within the locality, adapting, extending and enhancing existing school buildings to meet demand from new development through developer contributions (CIL or S106)
 - Improving school grounds, sports and physical education facilities or other required as a direct result of the additional demand.
 - Contributing a lump sum, the amount to be set out by the York School Forum, to the revenue costs of starting up or growing the provision of additional school places in line with the forthcoming Pupil Growth Policy, where central government funding is not available.
53. The broad costs identified are informed by the likely child yield of developments and cost of school places per secondary school place or costs of delivering a school where required on a strategic site. These costs are based on a local assessment, but broadly mirror current DfE benchmark costs and are reviewed annually. The average pupil yield for houses was found by dividing the total number of children of primary school age living in houses on new and “maturing” housing developments in York, 8 years from first occupation for primary and the most recent figure available 10 – 15 years from first occupation for secondary, by the total number of eligible houses of 2 bedrooms or greater. The analysis outlined above gave an average pupil yield of 0.37 which is 37 primary aged pupils for every 100 houses and 0.26 for secondary school students. Appendix I cannot factor in any surplus in school places at the time the contribution will be sought as these are unknown. Where there is sufficient capacity to accommodate demand, the contributions sought at the time of any application, may be lower. However, for large scale strategic sites which require a new primary school, it is proposed that the full 37% pupil yield for eligible houses is used to reflect the lack of alternative primary provision within a reasonable travel distance. Similarly, for relatively rural developments with only one school within safe walking distance, 37% pupil yield is appropriate to ensure sufficient places are provided locally. While not specified in the schedule, there may be requirements for SEND provision and early years provision – and this will need to be considered in light of existing capacity and opportunities for co-locations.
54. The free school presumption process applies to all new schools and therefore the DfE is the responsible body for appointing the provider and setting the opening timetable, which is dependent on the DfE’s viability assessment. Ensuring schools are a financially viable size is an important consideration. For example, based on current school funding mechanisms, whilst a 2-form entry school is preferred, the smallest primary school that would be considered viable would be 1.5 form entry, 315 places, with a view to expansion to 2 form entry (420) if justified in future years by additional development(s) or local growth. The yield analysis evidences the financial risks of providing a new school too early in a development. High running costs would be an unacceptable financial burden on other school budgets within the successful Multi-Academy Trust’s portfolio. There would also be a risk of a struggling new school failing to attract staff and pupils in the medium and long-term. If necessary, expansion or temporary provision nearby should be considered for the early years of a development. This may rise to pre-/post-opening costs – including travel costs. This is likely to be a particular issue for the largest of the sites with extended build out periods.
55. CYC also recognize that it may not always be practical or desirable to use developer contributions to provide additional capacity at the catchment school or provider, because for example the site may be constrained, or the school may not have the infrastructure spaces necessary to support the increased capacity. In these circumstances the contributions would be used to provide additional capacity through extension or reconfiguration of existing schools or providers where the needs could be best met, or additional places delivered elsewhere to relieve the pressure on schools closer to a development.

C3 Health Infrastructure

Context

56. The [York Joint Strategic Needs Assessment \(2025\)](#)⁷, produced by the Health and Wellbeing Board, analyses and identifies the current and future health and wellbeing needs in York and the wider NHS Vale of York Clinical Commissioning Group populations. This identifies the following health infrastructure in the city:
- There are 37 NHS community pharmacies in York, five fewer than in 2020.
 - There are 37 GP surgery locations in York which belong to five separate Primary Care Networks (PCNs).
 - In secondary care, York & Scarborough Teaching Hospitals Foundation Trust serves the local community and beyond in providing acute, emergency and planned care in hospital.
 - Emergency response is provided by Yorkshire Ambulance Service.
 - There are inpatient mental health services in York as well as mental health outpatient and community support delivered in various locations, and at a Hub in the city centre.
 - Sexual health services are provided at a city-centre facility.
 - St. Leonard's Hospice provides palliative and end of life care to patients with life-limiting diseases and care can be accessed in the community or as an inpatient.
 - A recovery hub for drug and alcohol rehabilitation is in operation in York.
 - There are 39 dental practices in York.
57. Both the JSNA and our [Health and Wellbeing Strategy](#) 2022-2032 identify that York has a reputation for being a city in good health. With a growing economy, high skills and a strong community fabric, we have many assets and things which keep people healthy but we still have plenty of health needs and challenges, and some stark inequalities. With declining life expectancy, similar levels of preventable disease as other areas, large health gaps between our richer and poorer communities, and some key areas of health need identified by the Joint Strategic Needs Assessment (2025).
58. Healthy life expectancy is a measure of how many years of life a person can expect to be in good health. It is a useful indicator to understand the health of older adults and how a population will experience older age, as well as the potential need for health and social care support. In York, males born in 2024 can expect to have a health life expectancy of 65.3 years which is significantly higher than the national average of 63.1 years. Girls born in 2024 have an average healthy life expectancy of 64.6 years which is statistically similar to the national average of 63.9 years. Overall life expectancy in Boys born in York this year is expected to be on average 80 years, which is two years longer than nationally. Girls born in York this year can expect to have an average life expectancy of nearly 84 years, which is almost two years longer than nationally.
59. In York, life expectancy can differ a lot between the most deprived and the least deprived wards. In 2020 and 2021, men living in York's most deprived wards live for 8.2 fewer years than their counterparts in the least deprived wards. For women, this gap was 4.7 years.
60. When asked about their health in general, 49% of people said their health was 'very good' 35% said 'good' 12% said 'fair', 3% said 'bad' and 0.9% said 'very bad'. Across the whole population, 17% of people they were 'disabled under the equality act', this includes 6% of people who said their day-to-day activities are limited a lot.

⁷ <https://www.healthyork.org/#narrative>

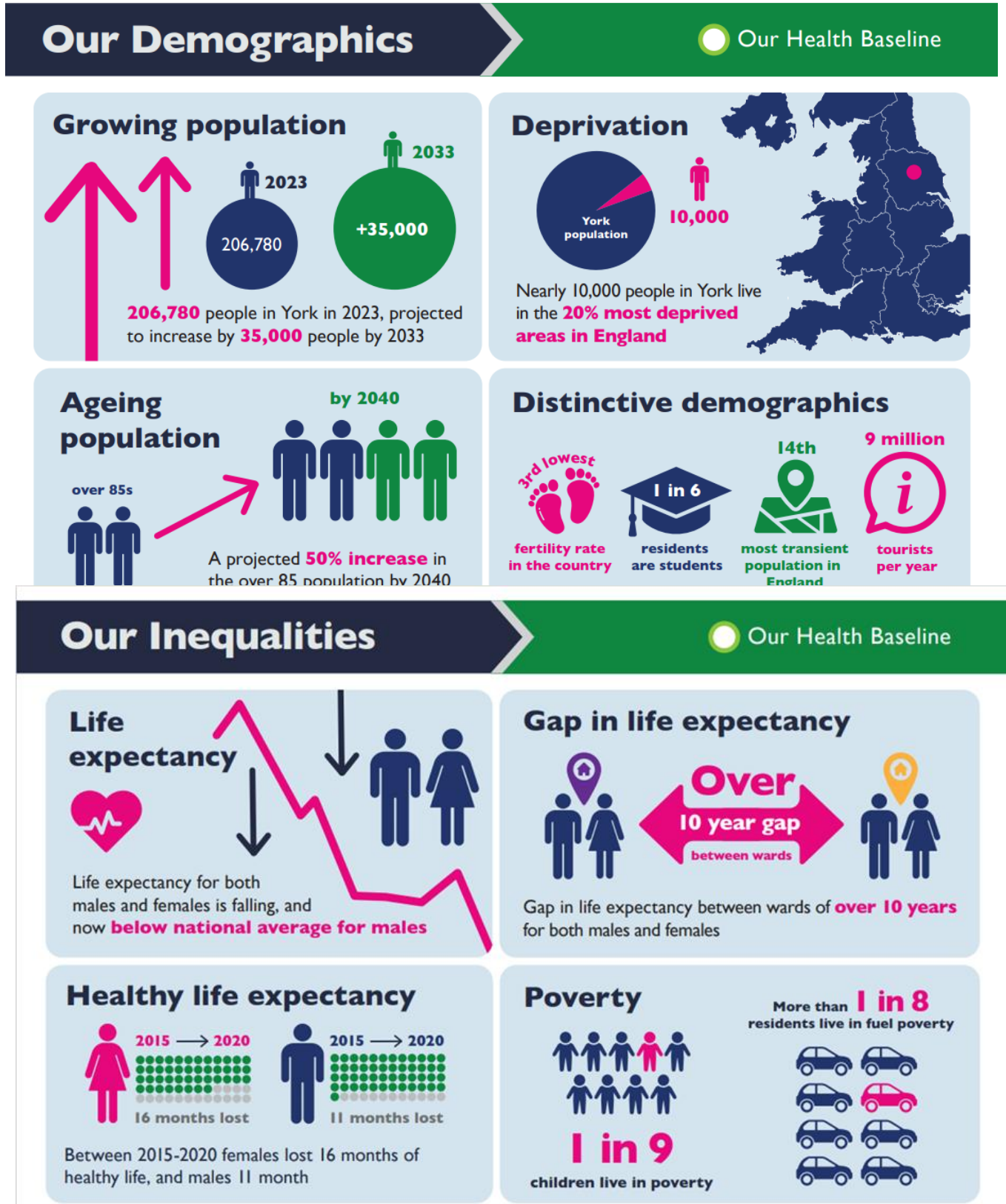


Figure 12 Extract from 'Our City Health Narrative' (Joint Strategic Needs Assessment, 2025)

Access to Primary Care

61. The location of York's GP practices is set out in Figure 13. Based on Health Building Notes (HBN) guidance York has a current under provision of 5,000m² for its existing population. Given the significant increase new developments will bring, this situation will only get worse. Primary health care infrastructure faces significant constraints including some operating in residential conversions, where room for expansion is not possible and some practices have patient lists already at capacity
62. GP practices lead Primary Care Networks (PCNs) in their area, delivering services to their registered population of between 30,000 and 50,000 patients. The Primary Care Networks (PCNs) that cover York within the NHS Humber and North Yorkshire ICB are: Priory Medical Group; West, Outer and North East York (WoNE York); York City Centre; York East and York Medical Group. GP surgeries are vital for people to access the healthcare and treatment they need. They are effectively the gateway to the health and care system. Yorkshire Doctors Urgent Care (YDUC) also provide services across The Vale of York for out of hours. The service is provided from GP OOH urgent care centres located at York Hospital and Selby War Memorial Hospital.
63. In November 2023 GPs in York produced a paper "Protect and Recover; An analysis of York general practices demand and capacity". This document noted that "... the predicted 17.3% rise in local population over the next 10 years, without significant changes to investment, infrastructure and clinical access systems within the local health and social care landscape, York primary care will cease to provide any meaningful service to its registered population."

Access to Secondary Care

64. There is one hospital in the York area, provided by York and Scarborough Teaching Hospital NHS Foundation Trust. Scarborough Hospital is also within this hospital group providing acute hospital care. Community hospitals within the area, are accessible for York residents and provide rehabilitation, palliative care, outpatient services and elective care following surgery. These include Malton Hospital, Bridlington Hospital, Nelsons Court, St Monica's, New Selby War Memorial Hospital and White Cross Court.
65. The Tees, Esk & Wear Valleys NHS FT (TEWV) are the main provider of community and secondary care mental health services in York. The largest facility is located in York at Foss Park, which is a purpose built inpatient hospital for adults and older people. It provides mental health services for people living in the North Yorkshire area. Additionally, Leeds & York Partnership NHS Foundation Trust (LYPFT) deliver specialist inpatient mental health services and regional deaf CAMHS services in York with facilities in Clifton and Huntington.
66. The Harrogate & Districts NHS FT provide a range of community services and in York, often sharing facilities with other health providers.

Access to Dentistry

67. Dental information is measured differently to other health data because of the way dentistry is commissioned by NHS England, and because many people see private dentists. In 2022 York Healthwatch published a report which explores [gaps in provision for NHS dentists in York](#). A key finding of this report identified that access to NHS dental care has been a problem in York for many years and continues to be at crisis point; At the time of the research in May and June 2021, it was found that no practice in York was currently accepting new NHS adult patients. This is creating additional pressures in other parts of the health system particularly the emergency department and primary care. Consequently, it was recommended that there is a need for rapid and radical reform of the way dentistry is commissioned and provided. Additionally, the survey revealed:
- In 2018 8% strongly disagreed with the statement 'I can get appointments with my dentist when I need them'. In 2021 41% of respondents strongly disagreed with this statement (an increase of 413%).
 - In 2018 7% of respondents strongly disagreed with the statement 'my dentist is in a convenient location for me.' In 2021 this percentage had risen to 26% (an increase of 271%). The percentage of respondents agreeing with the statement in 2018 was 40% and in 2021 this had reduced to 17% (a reduction of 57%).

Access to Pharmacies

68. NHS England is responsible for administering pharmacy services and for maintaining information regarding opening hours for all pharmacies, which is handled locally by North East and Yorkshire. The York Health and Wellbeing board (HWB) published the Pharmaceutical Needs Assessment (PNA) 2022 – 2025 in October 2022. The PNA is a comprehensive assessment of the current and future pharmaceutical needs of the local population, identifying any gaps in pharmaceutical services. Any such gaps may highlight the need for necessary provision or may require provision in specified future circumstances. In considering the future needs of the area and identifying any gaps in service the PNA has had regard to: The demography of York; Whether there is sufficient choice with regard to obtaining pharmaceutical services within York; The different needs of the localities within York; The pharmaceutical services provided in the area of any neighbouring Health and Wellbeing Boards; Any other NHS services provided in or outside of York; Likely changes to the demography of York and/or the risks to the health or wellbeing of people of York. Key outputs relevant to this infrastructure plan are: there are currently 42 contractors providing NHS pharmaceutical services; the average number of community pharmacies is 19.9 per 100,000 people, which equates to one pharmacy per 5,024 population. i.e., slightly lower than the national average; the quantity of community pharmacies in York is good and appears sufficient to broadly meet the health needs of residents in York; and some population groups living in the rural areas on the edge of the city boundaries have more limited access to pharmacies. At the time of publishing a new PNA for 2025-2028 is under consultation.

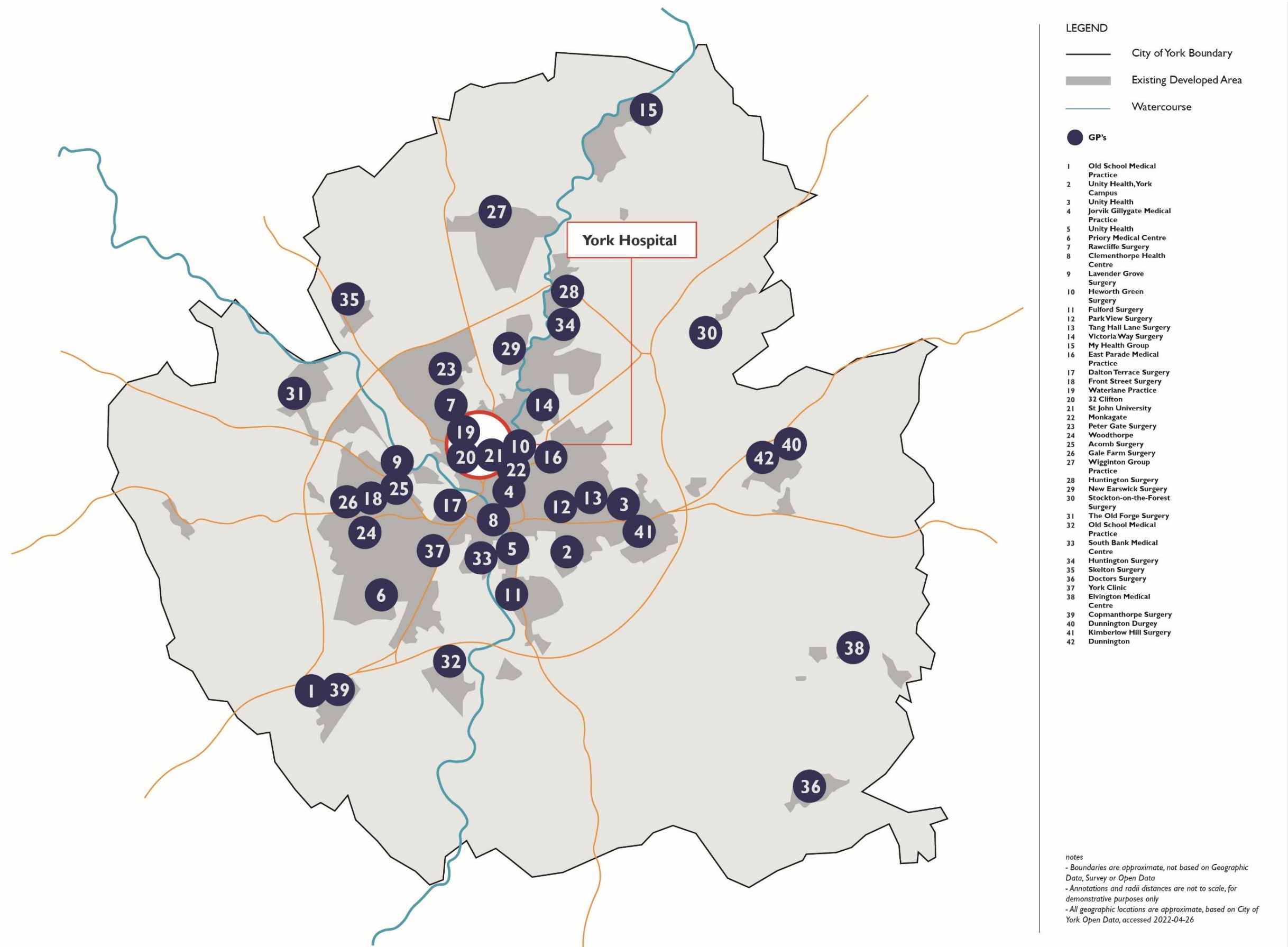


Figure 13 York Hospital and GP Surgeries

Summary of Plan Impact/ Demand

69. Nationally it has been recognised that health services are under significant pressure. There are proposed future housing developments across York which will impact on the requirement and provision of health infrastructure across the city.
70. **Primary Care** - In March 2023, when publicising their 'Fit for the Future'⁸ report, the Royal College of General Practitioners warned that a quarter of GP practices could close because of workload pressures. In November 2023 a number of York's GPs published 'Protect and Recover'⁹. This report, based on data from many of York's practices, outlines concerns about the increasing demand for urgent care, which leads to further delays in essential routine care that supports people to manage long term health conditions. It is anticipated that there may be a further requirement for an extra 60,000 GP appointments as a result of population increase.
71. **Secondary Care** – York hospital has a high occupancy rate for its current 509 beds. Future population growth would likely result in additional needs for bedspaces, outpatient appointments and accident & emergency (A&E) capacity. There is also likely to be an additional requirement for mental health and community services, which will need to be accommodated.
72. **Pharmacy** - The population in York is growing and is getting older. To 2025 it is anticipated that the population of York will include a greater number of people with long-term health conditions, this will rise faster than the total number of people. Overall, this means that the population need for community pharmacies in York may be expected to increase. If community pharmacy services were not maintained, then travel time to the next available pharmacy would be significantly increased for some residents.

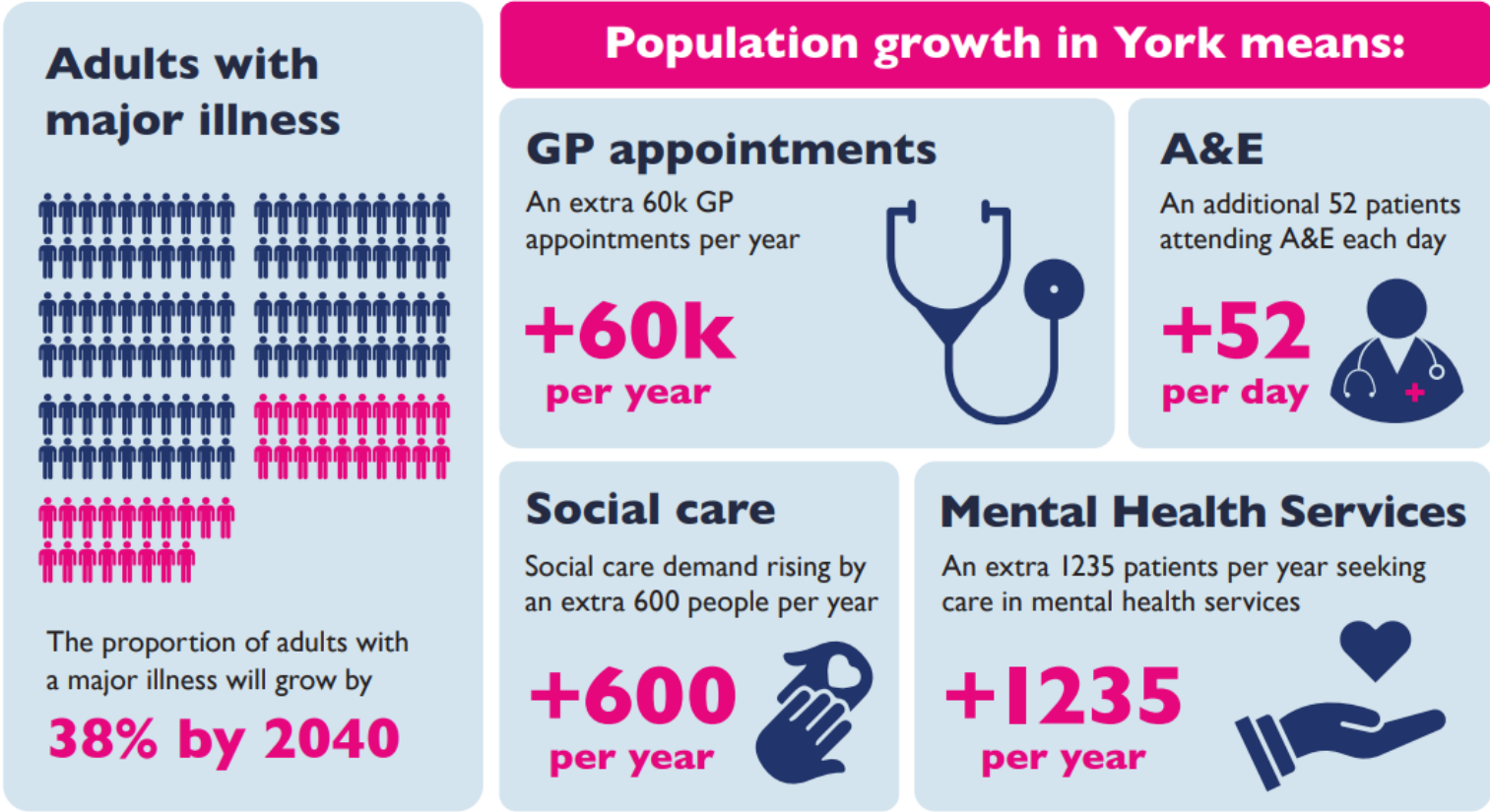


Figure 14 Extract from 'Our City Health Narrative' (Joint Strategic Needs Assessment, 2025)

Delivery Strategy

National

73. There are currently national reforms to the health and care system, which involve the establishment of Integrated Care Systems (ICSs) to cover every area of the country. Locally, we are working with colleagues across Humber and North Yorkshire to bring care together, increase the quality and outcomes from our health and care services, and improve population health across our region. The NHS published its 10-year plan on 3 July 2025¹⁰ following on from their Long-term Plan published in 2019¹¹. The plan describes a new model of care with a commitment to neighbourhood health centres in every area. The move towards a more multi-disciplinary way of working brings together primary, community and social care into neighbourhood teams. There is a potential for new facilities to be built over the lifetime of the IDP using external capital investment and S106/CIL contributions. This will require developers to engage with neighbourhoods, health commissioners and providers to develop infrastructure that meets the needs of both health and social care sectors.
74. In May 2023 NHS England published the delivery plan for recovering access to primary care. This provided an update on support to practices and Primary Care Networks, alongside checklists of actions. The key elements of this recovery plan are: • Emphasis on digital technology at GP practices • Offering appropriate care through an increase in non-GP roles within practices • People will be encouraged to manage their own health at home • More services will be offered through community pharmacy.

⁸ <https://www.rcgp.org.uk/getmedia/1aeea016-9167-4765-9093-54a8ee8ae188/RCGP-Fit-for-the-Future-A-New-plan-for-General-Practice.pdf>

⁹ Referenced in the Healthwatch report: Exploring access to GPs.

¹⁰ <https://www.longtermplan.nhs.uk/>

¹¹ <https://www.longtermplan.nhs.uk/publication/nhs-long-term-plan/>

75. The national vision for community pharmacy is in line with the local strategy and aspirations that community pharmacy has a critical role to play in the York health system. It is essential that community pharmacy continues to be recognised and supported to support the health needs of the population of York and that the people of York are aware of and fully utilise the services available from their Community Pharmacy services. The PNA (2022) is due to be refreshed and will be fed into future iterations of the IDP.

Local

76. York's [Joint Health and Wellbeing Strategy](#) 2022-2032 has one big vision, that by 2032 York would be healthier, and health would be fairer. It acknowledges that there will be population growth resulting from new development and set key goals to achieve the vision (Figure 15). Whilst the strategy remains high level, there is a commitment to regular and updated actions plans to meet the strategies goals. One key purpose of the strategy is to articulate York's health ambitions, our priorities, our needs and the things which matter to people living in our city to feed into the nationally established Integrated Care System so that this can respond to local needs and resource requirements.

77. There is a drive to take a more place-based approach to how services are delivered across the city. As part of this, we have adopted a 'Neighbourhood Model' with the intention of collaborating with partners to redesign community services to achieve shared outcomes. This will include all services working in early intervention and prevention and other roles within communities working to build community capacity around parks, communal and open spaces, housing and public health. Work will be undertaken to review the various community venues/hubs/CYC buildings being used for work across CYC Early Intervention and Prevention Services, Housing and Public Health and any other services as required, to establish the best and most cost-effective way to co-locate teams and make access more equitable across the city. This will dovetail into development work and thinking around accelerating healthy communities – the aim of this work will be to create and integrate healthy, sustainable and inclusive micro-neighbourhoods into the fabric of the city with future-fit health and community assets, including affordable or social homes for life at sites across the city alongside investment plans and solutions.

78. Work is ongoing to review secondary care in the city and there is ongoing engagement with York and Scarborough Teaching Hospitals NHS Foundation Trust in respect of their emerging spatial strategy, including longer terms plans to meet need beyond the current Local Plan period.

79. In York, we expect the population to rise and as a result of very large developments individually, there may result in an increased need for local provision and community services. Health infrastructure will continue to be reviewed on a regular basis to identify any significant increases or changes in need.

80. Delivery will be supported locally by:

- **Public Health** - Public Health is a statutory function in local authorities. The work of the Public Health team in York is driven by the Council Plan and the [Joint Health and Wellbeing Strategy](#) and is informed by the Joint Strategic Needs Assessment. Relevant to infrastructure delivery is their assessment the health impact of decision-making around major developments, planning, open spaces, licensing and community projects as well as providing opportunities for sport and physical activity, supporting mass participation programmes and local sports clubs.
- **Population Health Hub** - This is a multi-organisation group which brings together colleagues from health, public health, and business intelligence to enable analyse and undertake population health management approaches. It continues to bring together partners to provide a clearer picture of the health of the population and the inequalities people face across York Place. It is a key enabler of the York Health & Care Partnership (YHCP) and regularly commissions Population Health Management projects that are presented to York's Health & Wellbeing Board.
- **Healthwatch** - Healthwatch England is a parent body to all the local Healthwatch. Healthwatch York is within the network of these local Healthwatch and who continue to research and identify solutions with local practitioners and the public to influence local health and social care services – hospitals, care homes, GP surgeries, Home care services and many others.



Figure 15 Joint Health and Well-being Strategy Goals

C4 Update on other supporting infrastructure

Infrastructure Category	Context / Update	Plan Strategy/ Response
Green Spaces	<p>Since the last IDP (SD128) was submitted, CYC has invested heavily in in York's green infrastructure, notably in September 2020, CYC purchased 78 hectares (194 acres) of land in the west of York for large-scale woodland creation. This project, now known as York Community Woodland, has seen circa 190,000 trees and shrubs planted to create a new multi-functional green space for York (reflected in Appendix I). The Council and partners have sought to look for new planting opportunities to continue the programme of delivery: Green Streets, funded by White Rose Forest, is underway and focused tree planting at Malton Road and school sites. Northern Forest provided 100% of the costs for planning together with 3 years maintenance costs; £39,000 (100% of costs) was awarded from DEFRA's Coronation Living Heritage Fund for the council to deliver two 'micro-woods'; 2,550 new trees at 13 sites across the city as part of the Green Streets Programme have now been planted; Procurement is underway for technical support to deliver the Local Investment in Natural Capital (LINC) pilot for York; aiming to increase the value of the city's green spaces.</p> <p>Planning permissions are starting to address one key area of known shortfall - play areas. The primary purpose of the infrastructure being to serve the residents of the new development; depending on location they may also address local shortfalls in provision. The council has also been awarded grant funding (in 2025) to invest into upgrading open spaces; this is being scoped for delivery.</p>	<p>Additional Green Infrastructure – and play space - will primarily be provided within new development sites and new settlements; spatial strategy policies for the largest strategic sites require the delivery of a site wide recreation and open space strategy and demonstration of its application in site masterplanning. Policies in Section 9 'Green Infrastructure' set the expectation for the delivery of open space as part of new development; Open Space provision is identified in the Local Plan policy GI6 (designations are shown on the Policies Map), including: OS1: Land North of Manor Church of England Academy; OS2: Land to North of Poppleton Juniors, Millfield Lane, Poppleton; OS5: Germany Beck; and OS6: Land abutting the River Foss at Heworth Croft. Policy GI5 sets out a positive policy framework for protection and maintenance of existing openspace.</p> <p>Consideration of the impact of greenspace on health will also be taken into consideration in major development proposals under policy HW7 Healthy Places.</p>
Sports Facilities	<p>Since the last Local Plan Update was submitted in 2018 (SD128), CYC has invested heavily in in York's sports facilities and delivered the following: The Community Stadium and York Leisure Centre completed in December 2020 costing £47.3 million, providing additional water space, sports hall, gymnasium, 3G 5 aside football pitches and a home for the city's professional clubs the York City Knights Rugby League Club and York City Football Club. January 2020 saw the completion of a £1.4m build out of the Burnholme Sports Centre. This included revitalising the existing old secondary school building into a standalone sports centre. It is already clear that there is demand for 3G football pitches, and increased development will give rise to increased demand for sports provision. CYC, together with Sport England, National Governing Bodies of Sport and the community sports sector, developed a new Built Sports Facilities and Playing Pitch Strategy.</p>	<p>GI5 sets out a positive policy framework for protection and provision of playing pitches and HW3 sports facilities</p>
Flood Risk	<p>Since the last Local Plan Update was submitted in 2018 (SD128), CYC continue to work closely with the Environment Agency and all partners in the delivery of the existing improvement programme for the City's defenses. CYC are leading on catchment scale natural flood risk management (NFM) measures and nature based solutions (NbS) to flood risk with partners across the North Yorkshire to deliver wider resilience to current and future communities. Ousewem is an innovative flood resilience project and will identify and deliver NbS and NFM to reduce flood risk in vulnerable North Yorkshire communities, spanning Yorkshire's Swale, Ure, Nidd and Ouse (SUNO) catchments. This project is funded by Defra as part of the £200 million Flood and Coastal Innovation Programmes which is managed by the Environment Agency. The programmes will drive innovation in flood and coastal resilience and adaptation to a changing climate. Ousewem is led by City of York Council in close collaboration with North Yorkshire Council alongside our delivery partners JBA, Natural England, Yorkshire Dales Rivers Trust and the University of York.</p> <p>A revised Strategic Flood Risk Assessment (SFRA) was completed in August 2022. This provides the evidence to support local policy decision-taking.</p>	<p>Policies ENV4 and EN5 set out the approach to managing flood risk on a site-by-site basis. Strategic Flood Risk Management Projects are set out in Appendix I.</p>

Waste & Utility Provision	<p>Utilities providers were identified in IDP (2018). The Council is scheduling a series of updates to advise on the latest changes to the housing trajectory. This engagement is ongoing and case-by-case as applications come forward. It is expected that utilities infrastructure is delivered as part of a development; this is site specific but likely to include water, electricity, broadband.</p> <p>Northern Powergrid have released a ‘Major Projects Pipeline Look-Up Tool’ to provide an overview of their headroom available at each of their grid supply points, helping to identify the areas most likely to secure a quicker and cost-effective connection. It also provides benefit for customers with projects already in the pipeline by helping to understand where they are in the connections queue.</p> <p>The Minerals and Waste Joint Plan (MWJP) was adopted in April 2022– which sets out the strategy for dealing with Waste in York in line with Plan Policy MW1. Subject to new Local Plans responding to changes in the housing requirements this may be reviewed in the next 18 months to respond to the need to for materials and waste management.</p>	<p>DM1: Infrastructure and Developer Contributions, provides an overarching framework for delivery of infrastructure including utilities.</p> <p>Policies WM1: Sustainable Waste Management and WM2: Sustainable Minerals Management set out local policy, reliant on the MWJP (2022).</p>
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APPENDIX I Key Infrastructure Projects Schedule

EXPLANATORY NOTE TO APPENDIX I

- Indicative costs have been updated where known.
- The monies in ‘Committed sum’ reflect funding secured, including from S106 agreements for Local Plan allocated sites; see notes for more information.
- Dark grey shaded cells show high level indicative costings undertaken to inform viability assessment – see paragraph 17. Where indicative costs are shown, a 20% uplift in costs has been applied where these remain indicative to reflect uplift in delivery costs. The proposed uplift reflects increases in the Tender Price Index between May 2022 and Q3 2025.

Ref	Type	Infrastructure Project or Programme	Area	Timeframe for Delivery <ul style="list-style-type: none"> • Short Term 2022/3 to 2027/8 • Medium Term 2028/9 - 2033/4 • Longer Term 2034/5 onwards • Ongoing through Plan period 	Indicative Cost/ Actual if known (£Millions)	Committed Sum (£ Millions)	Indicative minus Committed	Funding Source(s)	Amendments/Notes to June 2025
1.01	Primary	Contribution to additional school places across a potential 32+ existing primary schools in the CYC authority area	York/ City-Wide	Ongoing throughout Plan period 2021/22 - 2037/38	27.20	10.25	16.94	Developer contributions plus if available, DfE Basic Needs Allocation and other direct funding	Updated to include all housing sites, not just strategic. Also includes ST9, which was previously costed for a new school
1.02	Primary	Primary school at Site ST1 British Sugar / Manor School and ST2 Civil Service Sports Ground	ST1 & ST2	Medium Term	7.16	5.3	1.85	Developer contributions	Tested at £7m, benchmark cost for primary provision, but this will be lower due to lower delivery costs/ school size. Revised to include contribution for ST2.
1.03	Primary	1.5 - 2 form Primary school with nursery at Site ST8 Land North of Monks Cross	ST8	Medium Term	12.41	10.05	2.36	Developer contributions	Updated to include additional capacity to make school expandable to 2fe if needed. Added adjoining nursery.
1.04	Primary	2-3 form Primary School at Site ST14 (The opening costs of the school, until there is a steady, viable number of pupils could give rise to a revenue shortfall which will be sought from the developer)	ST14	Medium Term	14.27	0	14.27	Developer contributions	Based on 88% eligible housing. Larger size school could be needed if housing mix differs. Added adjoining nursery.
1.05	Primary	2 and 3 form entry primary schools plus nurseries to provide at least 5 forms of entry at Site ST15 (The opening costs of the school, until there is a steady, viable number of pupils could give rise to a revenue shortfall which will be sought from the developer)	ST15	Medium Term - Long Term	32.21	0	32.21	Developer contributions	Added cost of school-based nurseries x 2. Based on first occupancy for nursery and primary.
1.06	Primary	1.5 - 2 form Primary School at site ST9	ST9	Medium Term	7.00	-	7.0	Developer contributions	Now included in 1.01 as approved scheme secured developer contribution to additional school places rather than new primary school
1.07	Secondary	Contribution to additional school places across 9 existing secondary schools in the CYC unitary authority area.	York/ City-Wide	Ongoing throughout Plan period	37.51	18.82	18.69	Developer contributions DfE Basic Needs Allocation and other direct funding.	Includes all expansion for strategic sites and housing allocations. Rows for Millthorpe and Manor Schools removed and included in this total.
1.11	Secondary	Millthorpe - Creating additional teaching and circulation space to accommodate bulge years and rectify deficits from previous expansion	York/ City-Wide	Short Term	1.90	1.90	0.0	CYC	Included in 1.07

Ref	Type	Infrastructure Project or Programme	Area	Timeframe for Delivery <ul style="list-style-type: none"> Short Term 2022/3 to 2027/8 Medium Term 2028/9 - 2033/4 Longer Term 2034/5 onwards Ongoing through Plan period 	Indicative Cost/ Actual if known (£Millions)	Committed Sum (£ Millions)	Indicative minus Committed	Funding Source(s)	Amendments/Notes to June 2025
1.12	Secondary	Manor – Creating additional teaching and circulation space to fulfil demand for pupil places in the secondary planning area, some of which anticipated from new development (ST1, ST2).	York/ City-Wide	Short Term	-1.10	-1.10	0.0	CYC	Included in 1.07
1.17	Secondary	Contribution to or delivery of additional secondary school places associated with ST15 / Temporary provision nearby should be considered for the early years of a development. The request is likely to include otherwise unfunded pre- and post-opening costs.	ST15	Long Term	29.53	0	29.53	Developer contributions Tested at 15m midpoint in the Hearing Statement 6 Viability Assessment Addendum Note, 2022	Cost estimate based on 2024 DfE scorecards for average cost per pupil for new secondary school.
1.18	Early years	Expansion of nurseries and early years provision across the city, including new provision off-site. Includes ST2 contribution.	York / City-Wide (strategic sites and housing allocations)	Ongoing throughout Plan period and Longer Term	4.36	3.52	0.85	Developer contributions, new government funding streams and private sector projects.	Early years places have not been included in previous versions.
1.19	Early years	Provision of Early Years on ST1. The developer has first option to build one or two nurseries, in which case developer contribution and cost risk to CYC would be reduced. However, the DfE now expect school-based nurseries for new primary schools. 1.63	ST1	Long term	1.99	1.63	0.36	Developer contributions / Developer constructing and operating at no cost to CYC	Early years places have not been included in previous versions.
1.20	Early years	Provision of on and/or off-site Early Years places. The developer may opt to provide a nursery on site, in which case any unspent developer contribution would be clawed back.	ST5	Long term	2.65	1.20	1.45		Early years places have not been included in previous versions.
1.21	Early years	1x on-site nursery to be built and operated by developer plus expansion in local area. Cost estimated for additional places in local area to be funded by developer contribution.	ST7	Long term	0.50	0	0.50		If nursery is not provided by developer an additional contribution (approx £1.3mill) will be requested to fund the building of the nursery.
1.22	Early years	1x offsite nursery (1x on-site nursery included above with the new primary school)	ST8	Long term	1.02	1.02	0.0		
1.23	Early years	1x on-site nursery to be built and operated by developer plus expansion in local area. Cost estimated for additional places in local area to be funded by developer contribution.	ST9	Long term	0.45	0.45	-		If nursery is not provided by developer an additional contribution (approx £1.2m) will be requested to fund the building of the nursery.
1.24	Early years	1x on-site nursery to be built and operated by developer (plus 1x school nursery as included above in primary).	ST14	Long term					If on-site nursery is not provided by developer an additional contribution (approx £1.6m) will be requested to fund the building of the nursery.

Ref	Type	Infrastructure Project or Programme	Area	Timeframe for Delivery <ul style="list-style-type: none"> Short Term 2022/3 to 2027/8 Medium Term 2028/9 - 2033/4 Longer Term 2034/5 onwards Ongoing through Plan period 	Indicative Cost/ Actual if known (£Millions)	Committed Sum (£ Millions)	Indicative minus Committed	Funding Source(s)	Amendments/Notes to June 2025
1.25	Early years	In addition to two Early Years facilities as part of the two new primary schools, 2x on-site nurseries are likely to be required. These could be built and operated by the developer.	ST15	Long term					Size and number of nurseries TBC with developer based on housing mix. If nurseries are not provided by developer an additional contribution of £3m - £4m would be requested to fund building.
2.01	Highways	Highways: Upgrade A64 junction with A1237 at Hopgrove and dualling from Hopgrove to Barton Hill	York/City Wide	Medium – Long Term	300.00	300.00	0.0	National Highways	Uplift by 20%
2.02	Highways	Highways: Phase 1 ORR dualling of A1237 between A19N and Little Hopgrove	York/ City-Wide	Short Term	163.5	71.8	91.7	DfT and local match funding contribution	Funding from DfT TBC
2.02b	Highways	Highways: B1224 Wetherby Road / A1237 roundabout upgrade	York/ City-Wide	Short term (completed)	3.0	3.0	0.0	WYCA/ CYC local contribution	Completed
2.03	Highways	Highways: Phase 2 ORR dualling of A1237 from B1224 Wetherby Road to A19N Shipton Road	York/ City-Wide	Medium – Long Term	172.0	0	172.0	DfT and local match funding contribution	Funding from DfT TBC
2.04	Highways Indicative Cost for Viability Testing	ST4 Small roundabout junction to Field Lane	ST4	Short term	1.2	0	1.2	Developer contributions	20% uplift applied
2.05	Highways Indicative Cost for Viability Testing	ST5 Access Road, bridge etc	ST5	Short term	155.0	155	0.0	CYC and developer contribution, including DfT and WYCA funding.	July 2025 – part of spine road opened
2.06	Highways Indicative Cost for Viability Testing	ST7 Junctions to Murton Way and Stockton Lane	ST7	Short term	2.4	0	2.4	Developer contribution	20% uplift applied
2.07	Highways Indicative Cost for Viability Testing	ST8 3 x access junctions	ST8	Short term	3.6	0	3.6	Developer contribution	20% uplift applied
2.08	Highways Indicative Cost for Viability Testing	ST9 2 x Access junctions	ST9	Short to medium term	2.4	0	2.4	Developer contribution	20% uplift applied
2.09a	Highways Indicative Cost for Viability Testing	ST14 Access Road and junctions to Wigginton Road	ST14	Short term	3.6	0	3.6	Developer contribution	20% uplift applied
2.09b	Highways Indicative Cost for Viability Testing	ST14 Access Road to spur off Great North Way junction	ST14	Medium term	6.0	0	6.0	Developer contribution	20% uplift applied

Ref	Type	Infrastructure Project or Programme	Area	Timeframe for Delivery <ul style="list-style-type: none"> Short Term 2022/3 to 2027/8 Medium Term 2028/9 - 2033/4 Longer Term 2034/5 onwards Ongoing through Plan period 	Indicative Cost/ Actual if known (£Millions)	Committed Sum (£ Millions)	Indicative minus Committed	Funding Source(s)	Amendments/Notes to June 2025
2.10a	Highways Indicative Cost for Viability Testing	ST15 Grade separated junction with A64	ST15	Medium – long term	42.0	0	42.0	-Developer contribution	20% uplift applied
2.10b	Highways Indicative Cost for Viability Testing	ST15 Merge/ diverge works on A64	ST15	Medium to long term	18.0	0	18.0	Developer contribution	20% uplift applied
2.10c	Highways Indicative Cost for Viability Testing	ST15 Work to Grimston interchange	ST15	Medium term	3.6	0	3.6	Developer contribution	20% uplift applied
2.10d	Highways Indicative Cost for Viability Testing	ST15 Access Road from ST15 to grade separated junction	ST15	Medium to long term	6.0	0	6.0	Developer contribution	20% uplift applied
2.10e	Highways Indicative Cost for Viability Testing	ST15 Elvington Lane improvements/ new junction w. A1079	ST15	Medium term	6.0	0	6.0	Developer contribution	20% uplift applied
2.10f	Highways Indicative Cost for Viability Testing	ST15 Access Road and junction from ST15 to Elvington Lane	ST15	Medium term	6.0	0	6.0	Developer contribution	20% uplift applied
2.11	Highways Indicative Cost for Viability Testing	ST17 2 x access junctions	ST17	Short term	2.4	0	2.4	Developer contribution	20% uplift applied
2.12	Highways Indicative Cost for Viability Testing	ST37 1 x access junction	ST37	Short term	1.2	0	1.2	Developer contribution	20% uplift applied
2.25	Parking/ Demand Management	City Centre Demand Management Measures (behaviour campaigns/ active travel, car club, parking management etc.)	York/ City-Wide	Short Term and ongoing throughout Plan	16.0	3.0	13.0	DfT 'STEP' funding and CYC (LTP3)	Sum included to reflect existing commitments
2.26	Parking/ Demand Management	Park and ride upgrade programme (BSIP) and conversion into multi-modal hubs offering car hire, scooters, and access to greater range of bus services	York/ City-Wide	Short Term and ongoing throughout Plan	4.0	4.0	0.0	DfT/ CYC	
2.27	Parking/ Demand Management	Potential expansion of existing Park & Ride sites to accommodate additional demand, including new Fulford Terminal	York/ City-Wide	Short Term to Long Term	18.0	0.0	18.0	CYC and/or Developer Contributions where appropriate	20% uplift applied
2.28	Public Realm	Castle Gateway - Public realm improvements as part of the re- development of the York Castle Gateway major regeneration area, to include new crossing of Tower Street and foot/ cycle bridge from Tower Street to Piccadilly	York/ City-Wide	Short Term	12.5	12.0	0.5	CYC, WYCA and Developer	Cost review pending following redesign and planning application submission
2.29	Public Realm	Public realm improvements in the city centre, including North Street footbridge, Riverside Walkway and Parliament Street upgrade (as	York/ City-Wide	Ongoing throughout Plan period	20.0	0.0	20.0	Devolution Request	

Ref	Type	Infrastructure Project or Programme	Area	Timeframe for Delivery <ul style="list-style-type: none"> Short Term 2022/3 to 2027/8 Medium Term 2028/9 - 2033/4 Longer Term 2034/5 onwards Ongoing through Plan period 	Indicative Cost/ Actual if known (£Millions)	Committed Sum (£ Millions)	Indicative minus Committed	Funding Source(s)	Amendments/Notes to June 2025
		expressed in SS3: York City Centre)							
2.33	Public Transport	York Station Gateway: rebuilding of front of York Station to give improved public realm and bus interchange	York/ City-Wide	Ongoing throughout Plan period	54.7	54.7	0.0	WYTF+, WYCA (LGF), YNYER LEP (LGF), CYC (EIF), WYCA (TCF) + YNYCA + other	CYC funding agreed by Executive July 2025 (para 86 of report), inc. £3.9m to be received from YNYCA
2.34	Public Transport	Bus network enhancements (BSIP): frequency and route enhancements to York's bus network to improve accessibility in the city. Bus Service Improvement Plan	York/ City-Wide	Short Term	9.0	9.0	0.0	DfT	Sum increased to £9m (from £3m) to reflect BSIP funding won
2.35	Public Transport	Bus Fleet Electrification: electrification of York urban bus routes to make them more attractive to passengers and improve air quality (particularly in York city centre)	York/ City-Wide	Short Term to Long Term	21.0	8.5	12.5	DfT	Completed – York has 100% electrification
2.36	Public Transport	Capacity enhancements York north station throat/ Skelton junction	York/ City-Wide	Short Term to Long Term 2025/26 - 2037/38			0.0	Great British Railways DfT/ Integrated Rail Plan	
2.37	Public Transport	Rail: Scarborough line upgrade	York/ City-Wide	Short Term			0.0	Great British Railways/ NYCC	
2.38	Public Transport	Rail: Harrogate line upgrade	York/ City-Wide	Short Term (completed)			0.0	Great British Railways/ NYCC	
2.39	Public Transport	New Railway Station at Haxby	York/ City-Wide	Long Term	24.0	24.0	0.0	DfT, CYC	Costs updated. CYC £4m committed. July 2025 DfT commit to funding delivery of station
2.40	Public Transport	Bus enhancements, including as specified in Local Plan policies new / increase frequency services.	Strategic Site Allocations	Short Term 2026/27 - 2037/38	25.2	6.0	19.2	DfT BSIP and other plus developer contributions	20% uplift applied
2.06b	Indicative Costs Only Public Transport	ST7 Bus enhancement	ST7	Medium term	0.6	0	0.6	Developer contribution	20% uplift applied
2.09c	Indicative Costs Only Public Transport	ST14 Bus Enhancement	ST14	Medium term	1.2	0	1.2	Developer contribution	20% uplift applied
2.10g	Indicative Costs Only Public Transport	ST15 Bus Enhancement	ST15	Medium term	2.4	0	2.4	Developer contribution	20% uplift applied
2.41	Walking/ Cycling (active Travel)	Committed improvements to cycle networks in York, including to Shipton Road, Acomb Road, Tadcaster Road. Development of further schemes through York Local Cycling and Walking Infrastructure Plan	York/ City-Wide	Ongoing throughout Plan period	4.9	4.9	0.0	CYC, WYCA, and YNYER LEP (LGF), DfT Active Travel Fund	
2.42	Walking/ Cycling (active Travel)	New, improved improvements to cycle/ pedestrian infrastructure, strengthening where appropriate links to existing or planned rail infrastructure and cycle networks and other demand management measures	Strategic Site Allocations	Ongoing throughout Plan period		0.14	0.0	Developer contributions, CYC, DfT ATF	From IFS 2023/24 re. ST31
2.09d	Walking/ Cycling (Active Travel)	ST14 Walk/Cycle	ST14	Medium term	2.4	0	2.4	Developer contribution	20% uplift applied

Ref	Type	Infrastructure Project or Programme	Area	Timeframe for Delivery <ul style="list-style-type: none"> Short Term 2022/3 to 2027/8 Medium Term 2028/9 - 2033/4 Longer Term 2034/5 onwards Ongoing through Plan period 	Indicative Cost/ Actual if known (£Millions)	Committed Sum (£ Millions)	Indicative minus Committed	Funding Source(s)	Amendments/Notes to June 2025
2.10h	Walking/ Cycling (Active Travel)	ST15 Walk/ Cycle	ST15	Medium term	4.8	0	4.8	Developer contribution	20% uplift applied
3.01	Health - Acute/ Mental Health (Indicative)	York Hospital Masterplan	York/ City- Wide	Longer term		0.0	0.0	Public sector funding	NHS masterplan pending review
3.02	Health (indicative)	Additional GP provision to address impact of population increase (indicative)	York/ City- Wide	Ongoing throughout Plan period 2017/2018 - 2032/33	76	0.3	75.7	Public sector funding, private investment, and potential developer contributions	NHS masterplan pending review. Receipt from ST31
3.03	Health (indicative)	Additional dentist provision to address impact of population increase	York/ City- Wide	Ongoing throughout Plan period	2.5	0.0	2.5	Public sector funding, private investment, and potential developer contributions	20% uplift applied
3.04	Health (indicative)	Additional GP provision to address impact of population increase (indicative)	ST15	Longer term	4.6	0.0	4.6	Public sector funding, private investment, and potential developer contributions	Based on need for new surgery; pending review.
4.01	Other Community Facilities	Additional / improved community facilities to meet the needs of new development (could include new indoor sports facilities)	York/ City- Wide	Ongoing throughout Plan period	11.30	0.0	11.3	Private sector funding, other funding (e.g., lottery) and developer provision / contributions	
4.02	Other Community Facilities	Outdoor sports facilities	York/ City- Wide	Ongoing throughout Plan period	12.00	0.17	11.83	Developer and Partner Contributions	Updated from IFS 2022/23 and 2023/24
4.03	Other Community Facilities	Community Hall / Space (could include element of sports provision)	ST1	Short Term 2022/23 - 2023/24	1.1	0.0	1.1	Developer provision / contributions	20% uplift applied
4.04	Other Community Facilities	Community Hall / Space	ST14	Medium Term 2029/30 - 2030-31	1.1	0.0	1.1	Developer provision / contributions	20% uplift applied
4.05	Other Community Facilities	Community Hall / Space	ST15	Medium Term 2030/31 - 2031/32	1.1	0.0	1.1	Developer provision / contributions	20% uplift applied
5.01	Other Community Facilities	Children's equipped play space	York/ City- Wide	Ongoing throughout Plan period 2017/18 -2037-38	2.00	0.02	1.98	Developer contributions	Updated from IFS 2023/24
5.02	Other Community Facilities	Informal amenity open space	York/ City- Wide	Ongoing throughout Plan period 2017/18 -2037-38	1.00	0.007	0.993	Developer contributions	Updated from IFS 2022/23
5.03	Other Community Facilities	York Central Park	York Centre	Ongoing throughout Plan period 2021/22 - 2030/31	18.0	18.018	0.0	CYC, Regional and developer contributions	
5.04	Open Space/ Public Realm	Castle Gateway (Riverside Walkway/ Park)	York Centre	Short Term 2022/23 - 2023/24	-	-	0.0	CYC and developer contributions	Included at 2.28
5.05	Open Space/ Public Realm	Allotments	Rufforth	Short Term	0.10	-	0.1	CYC	Completed

Ref	Type	Infrastructure Project or Programme	Area	Timeframe for Delivery <ul style="list-style-type: none"> Short Term 2022/3 to 2027/8 Medium Term 2028/9 - 2033/4 Longer Term 2034/5 onwards Ongoing through Plan period 	Indicative Cost/ Actual if known (£Millions)	Committed Sum (£ Millions)	Indicative minus Committed	Funding Source(s)	Amendments/Notes to June 2025
5.06	Open Space/ Public Realm	Community Woodland (Natural / semi natural green space)	Rufforth	Short to Long Term	2.95	2.95	0.0	CYC funding and Forestry England	Ongoing
5.07	Open Space/ Public Realm	On-site Provision associated with Strategic Site Allocations, including the significant indicative spaces identified on the policies map, including: OS7: Land at Minster Way at ST7; OS8: New Parkland to the East of ST8; OS9: New Recreation and Sports Provision to the south of ST9; OS10: New Area for Nature Conservation on land to the South of A64 in association with ST15; OS11: Land to the East of ST31	Strategic sites	Short to Medium Term (linked to build out of these site)				Developer associated with strategic site delivery	
6.01	Utilities	Flood and Coastal Resilience Innovation Programme	York/ City-Wide	Short Term	6.00	6.0	0.0	DEFRA	Funding has been used towards the ongoing Ousewem project
6.02	Utilities	York Flood Alleviation Scheme	York/ City-Wide	Short Term	110.00	110.0	0.0	Environment Agency	Programme now substantially complete
6.02	Utilities	Additional / improved flood management measures as identified in the Local Flood Risk Management Strategy, Strategic Action Plan	York/ City-Wide	Ongoing throughout Plan period		0.0	0.0	Environment Agency, CYC and Developer contributions	
7.01	Utilities	Increasing capacity of wastewater treatment works to address potential lack of capacity (link to LEAP study on capacity analysis)	Strategic Site Allocations	Ongoing throughout Plan period	TBD	0.0	Unknown	Yorkshire Water and Developer contributions	

Note in line with Policy GI2A, provision of open space must include or secure access to areas of suitable natural greenspace secured by way of mitigation prior to any occupation of new dwellings and secured in perpetuity SS9/ST7, SS10/ST8, SS11/ST9 and SS12/ST14

APPENDIX 2 Plan Policy Framework to Enable Infrastructure Delivery

Infrastructure Type	Section of LP	Local Plan policies	Partners and Implementation Mechanisms
Infrastructure to support development	15	DM1: Infrastructure and Developer Contributions Deals more generally with contributions for essential infrastructure: transport; utilities; health facilities; emergency services; affordable housing; renewable energy; flood mitigation; waste facilities; education; green infrastructure; community facilities; and the public realm	Key Delivery Partners: CYC; and developers Implementation: planning applications (Developer Obligations), CYC Capital Programme and public transport operator service changes (commercial and contracted services)
Public Transport	4	R3: York City Centre Retail	Key Delivery Partners: CYC; YNYCA; developers; landowners and retailers. Implementation: Planning applications.
Public Realm	4	R3: York City Centre Retail	Key Delivery Partners: CYC; developers; landowners and retailers. Implementation: Planning applications.
Community Facilities	6	HW1: Protecting Existing Facilities	Key Delivery Partners: CYC; developers; infrastructure delivery partners; and community groups Implementation: Developer contributions
Community Facilities	6	HW2: New Community Facilities	Key Delivery Partners: CYC; developers; infrastructure delivery partners; and community groups Implementation: Developer contributions
Built Sport Facilities	6	HW3: Built Sport Facilities	Key Delivery Partners: CYC; developers; infrastructure delivery partners; and community groups Implementation: Built Sports Facilities Strategy; and developer contributions
Childcare Provision	6	HW4: Childcare Provision	Key Delivery Partners: CYC; developers; infrastructure delivery partners; and community groups Implementation: Developer contributions
Healthcare Services	6	HW5: Healthcare Services	Key Delivery Partners: CYC; developers; York Teaching Hospital NHS Foundation Trust; Tees, Esk and Wear Valley NHS Foundation Trust; NHS Humber and North Yorkshire Integrated Care Board (ICB); and infrastructure delivery partners Implementation: Developer contributions
Emergency Services	6	HW6: Emergency Services	Key Delivery Partners: CYC; developers; Yorkshire Ambulance Service, NHS Foundation Trust; North Yorkshire Police; and North Yorkshire Fire and Rescue Service; and infrastructure delivery partners Implementation: Developer contributions
Public realm	6	HW7: Healthy Places	Key Delivery Partners: CYC; developers; infrastructure delivery partners; Public Health; and community groups Implementation: Design and Access Statements, Health Impacts Assessments, planning application and developer contributions
Preschool, Primary and Secondary Education	7	ED6: Preschool, Primary and Secondary Education	Key Delivery Partners: CYC, education providers and developers Implementation: planning applications and developer contributions
Community use of educational sports and cultural facilities	7	ED8: Community Access to Sports and Cultural Facilities on Education Sites	Key Delivery Partners: CYC, education providers and developers Implementation: planning applications and developer contributions
Public Realm	8	D1: Placemaking D2: Landscape and Setting	Key Delivery Partners: CYC; developers and Historic England. Implementation: Planning applications and developer contributions
Cultural facilities	8	D3: Cultural Provision	Key Delivery Partners: CYC, Developers, infrastructure delivery partners; Make it York, the Guild of Media Arts and community groups Implementation: Planning applications
Open space, Landscapes, geodiversity, biodiversity and natural environment (All Green Assets)	9	GI1: Green Infrastructure, GI2: Biodiversity and Access to Nature GI2a: Strensall Common Special Area of Conservation, GI3: Green Infrastructure Network, GI4: Trees and Hedgerows, GI5 : Protection of Open Space and Playing Fields, GI6: New Open Space Provision and, GI7: Burial and memorial Grounds	Key Delivery Partners: CYC; developers; Natural England; Environment Agency; Historic England; Office for Health Improvement and Disparities (OHID); Local Nature Partnership; Sport England; Parish Councils; Charitable Trusts; and community groups. Implementation: Green Infrastructure Strategy; Tree Strategy; planning applications; and developer contributions
Outdoor sport and recreation	9	GB1: Development in the Green Belt	Key Delivery Partners: CYC; developers; and landowners. Implementation: Planning applications.
Cemeteries	9	GB1: Development in the Green Belt	Key Delivery Partners: CYC; developers; and landowners. Implementation: Planning applications.
Minerals Extraction	10	GB1: Development in the Green Belt	Key Delivery Partners: CYC; developers; and landowners. Implementation: Planning applications.
Essential engineering	10	GB1: Development in the Green Belt	Key Delivery Partners: CYC; developers; and landowners. Implementation: Planning applications.
Local transport infrastructure	10	GB1: Development in the Green Belt	Key Delivery Partners: CYC; developers; and landowners. Implementation: Planning applications.
Renewable energy schemes	10	GB1: Development in the Green Belt	Key Delivery Partners: CYC; developers; and landowners. Implementation: Planning applications.

Infrastructure Type	Section of LP	Local Plan policies	Partners and Implementation Mechanisms
Renewable and low carbon technologies	I1	CC1: Renewable and Low Carbon Energy Generation and Storage, CC2: Sustainable Design and Construction of New Development, CC3: District Heating and Combined Heat and Power Networks	Key Delivery Partners: CYC; developers; and renewable energy developers. Implementation: Sustainable Design and Construction Supplementary Planning Document; sustainability statements; sustainable energy statements; and planning applications
Waste management	I3	WM1: Sustainable Waste Management	Key Delivery Partners: CYC, North Yorkshire Council; Waste Service providers; and Environment Agency Implementation: Minerals and Waste Joint Plan; Sustainable Design and Construction Supplementary Planning Document; Inter-Authority Agreement with North Yorkshire Council; and planning applications
Minerals management	I3	WM2: Sustainable Minerals Management	Key Delivery Partners: CYC; and North Yorkshire Council Implementation: Minerals and Waste Joint Plan; Sustainable Design and Construction Supplementary Planning Document; and planning applications
Public realm and the highway - Safe and suitable access	I4	T1: Sustainable Access	Key Delivery Partners: CYC; and developers Implementation: Planning applications, developer contributions, CYC capital programme Network Rail investment programmes, train operating company investment programmes, and public transport operator service changes (commercial and contracted services).
Public Transport	I4	T2: Strategic Public Transport Improvements T3: York Railway Station and Associated Operational Facilities T6: Development at or Near Public Transport Corridors, Interchanges and Facilities	Key Delivery Partners: CYC; YNYCA; bus operators, Network Rail; train operating companies; Sustrans and developers Implementation: Planning Applications, Developer Contributions, CYC Capital Programme, Network Rail investment programmes, Train Operating Company investment programmes, Sustrans investment programmes and public transport operator service changes (commercial and contracted services).
Strategic Highway Network	I4	T4: Strategic Highway Network Capacity Improvements	Key Delivery Partners: CYC, YNYCA; Highways England, Network Rail, and developers Implementation: Planning Applications, Developer Contributions, CYC Capital Programme, East Riding of Yorkshire Council Capital Programme Highways England programmes
Strategic Cycle and Pedestrian Network	I4	T5: Strategic Cycle and Pedestrian Network Links and Improvements	Key Delivery Partners: CYC, YNYCA, East Riding of Yorkshire Council, Highways England, Leeds City Region Local Enterprise Partnership, York North Yorkshire and East riding Local Enterprise Partnership, Network Rail, train operating companies and developers Implementation: Planning Applications, Developer Contributions, CYC Capital Programme, Network Rail investment programmes, Leeds City Region Local Enterprise Partnership and York North Yorkshire and East riding Local Enterprise Partnership investment programmes, Train operating company franchise investment requirements and public transport operator service changes (commercial, contracted and franchised services).
Alternative Fuel	I4	T9: Alternative Fuel Fuelling Stations and Freight Consolidation Centres	Key Delivery Partners: CYC; freight logistics companies; developers, city centre retailers and other businesses Implementation: Planning applications, Developer Contributions, CYC Capital Programme and freight logistics companies
Communications	I4	CI: Communications Infrastructure	Key Delivery Partners: CYC; telecommunications providers and developers Implementation: Planning applications, Developer Contributions and telecommunications providers