



**EXAMINATION OF THE CITY OF YORK LOCAL PLAN  
2017-2033**

**PHASE 2 HEARINGS**

**MATTER 4: SPATIAL STRATEGY  
AND SITE SELECTION PROCESS**

**APPENDIX 3**

## **Sustainable Transport Interventions**

1. York has a pre-existing culture of sustainable transport use. It has some of the highest levels of walking, cycling and bus use in the UK and a track record of investment in these modes. Bus use in the city increased by around 60% between 2000 and 2019, a period when most towns and cities have seen declining bus use. Motor vehicle trips in central York have declined by around 25% since the 1990s, with declines seen on many radials approaching the city too.
2. CYC is currently delivering a number of sustainable transport interventions which this appendix provides details on. One example is the development of sustainable transport packages for sites in the Local Plan which have come through the planning process, which will be developed for other sites as they are bought forward through the application process. 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 also 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.
3. There are comprehensive plans for developing sustainable transport modes through the Bus Service Improvement Plan (which is complete) and a Local Cycling and Walking Infrastructure Plan (which is being developed). 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. 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 number of interventions to improve/simplify bus fares in York, increase service frequencies and improve service speeds through more bus priorities. It is complemented by a bid to the DfT's ZEBRA fund to replace 44 diesel buses with new

electric buses. If the ZEBRA bid is delivered around over 50% of bus miles in York will be provided using electric buses.

4. CYC are delivering a number of 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.
  
5. VISSIM/ microsimulation models are also being developed of the corridors which are most severely impacted by Local Plan traffic growth; Leeman Road, Wigginton Road, Fulford Road, Grimston Interchange (Hull Road). These models are used to assess detailed mitigations on these corridors, including, bus and cycle lanes, changes to traffic signals and junctions.