

Our

Transport

Big

Conversation

Policies for consultation

A city fit for the future



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Join Our Big Transport Conversation and have your say on the future of transport in York



In November 2023, City of York Council began an important new conversation about transport in York. It includes the city centre as well as all villages and rural areas within the CYC boundary.

We want to hear from residents, commuters, businesses and anyone who travels in York. This document sets out the full vision, policies and ideas that have been put forward.

To take part in the consultation, you can:

- **Visit ourbigconversation.york.gov.uk and answer the questions or make comments there. You do not need to answer every question, and you can choose which sections you respond to**
- **Come along to a drop-in event: there is no need to book and the venue is fully accessible, with accessible toilets:**

Wednesday 6 December – Friargate Meeting House, Friargate, York YO1 9RL.
Drop in between 2pm and 7pm



Saturday 9 December – Friargate Meeting House, Friargate, York YO1 9RL.
Drop in between 2pm and 5pm

Wednesday 13 December – Friargate Meeting House, Friargate, York YO1 9RL.
Drop in between 9am and 5pm

Monday 8 January – Friargate Meeting House, Friargate, York YO1 9RL.
Drop in between 2pm and 5pm

Wednesday 10 January – Friargate Meeting House, Friargate, York YO1 9RL.
Drop in between 2pm and 7pm

Saturday 20 January – Friargate Meeting House, Friargate, York, YO1 9RL.
Drop in between 1pm and 5pm

We will also be visiting the villages of York with the mobile library service; more dates will be added but please come and see us at the following villages:

Monday 4 December Skelton (Brecksfield) 2.40-3.50pm
Osbalwick (the Leyes) 4.30-5.30pm

Thursday 7 December Acaster Malbis (Mount Pleasant, 10am – 10.45am)
Askham Bryan (the pub, 11.05am – 11.15am)
Askham Richard (Rose & Crown, 11.25am – 11.54am)
Hessay (12.40pm – 12.50pm),
Rufforth (Milestone Avenue, 1pm – 2pm)

- **Email us at ourbigconversation@york.gov.uk**
- **Attend your ward or parish meeting**
- **Phone – 01904 551550 (where your questions will be passed to our consultation team).**

In our documents you will see the word “wheeling”, which is a term used by organisations such as the Department for Transport and Active Travel England, and includes wheelchair users within their definition.

CYC recognises that wheelchair users have a unique set of mobility requirements. In using the term ‘wheelchair users’ in our materials, we

are also including other users of wheeled mobility aids. We will therefore make reference to “walking, wheelchair users, wheelers and cyclists”.

This consultation is an opportunity for you to share your views on transport in York and that includes a discussion on language and inclusivity, so we welcome your views, which you can send direct to ourbigconversation@york.gov.uk.

A “Transport Vision” has been developed to encapsulate the priorities set out in the Council Plan, as follows:

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

We want to create a York that is open and accessible to everyone, with affordable and healthy transport options no matter where you live. We also want our transport networks to enhance our wonderful city and its villages by actively improving the health of residents, supporting a thriving economy 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.”

There are 10 proposed Local Transport Plan objectives:

- 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



There are 10 proposed “Policy Focus Areas”

I. Shape a city that is accessible to everyone

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



Policy idea 1.1

To provide Blue Badge parking spaces near to where people want to go, including the footstreets centre of town and across the villages. Our target is to have Blue Badge parking spaces as close as possible to key locations, ideally within 150m (over level surfaces, for example without barriers). See also Policy 1.5 on seating.

Policy idea 1.2

To provide a range of types of cycle parking as close as possible, and ideally within 50m, of places people want to go. This includes the city centre and across villages, plus at employers, leisure sites, training, education etc. In addition, we aim for at least 5% of our cycle parking to be accessible for non-standard cycles including family cargo cycles, trikes, recumbent cycles and cycles with trailers, and for all cycle parking to be accessible for disabled cyclists.

Policy idea 1.3

Accessible design. Our target is to develop walking, wheeling and cycle networks which are usable by wheelchair users, mobility scooter users, riders of adapted cycles and family/cargo bikes, while ensuring safety for those with sight loss. This will include removing barriers and improving the number and quality of dropped kerbs.

Policy idea 1.4

To provide accessible public transport. We will work with operators and passengers to improve accessibility of public transport for everyone, and to increase the amount of accessible seating on buses. We will also continue to work with taxi and private hire providers, using licensing policy to increase the number of wheelchair accessible taxis and private hire vehicles in York. We will also continue to improve bus stops and shelters to improve personal

security (e.g. by providing adequate lighting levels). We will work with the rail industry to improve the accessibility of York and Poppleton stations, and to make sure that the new Haxby rail station is fully accessible.

Policy idea 1.5

We will aim to provide seating at 50m intervals within the footstreet area and across villages and the routes to them, to allow people to rest during their journeys.

2. Improve walking, wheelchair access, wheeling and cycling

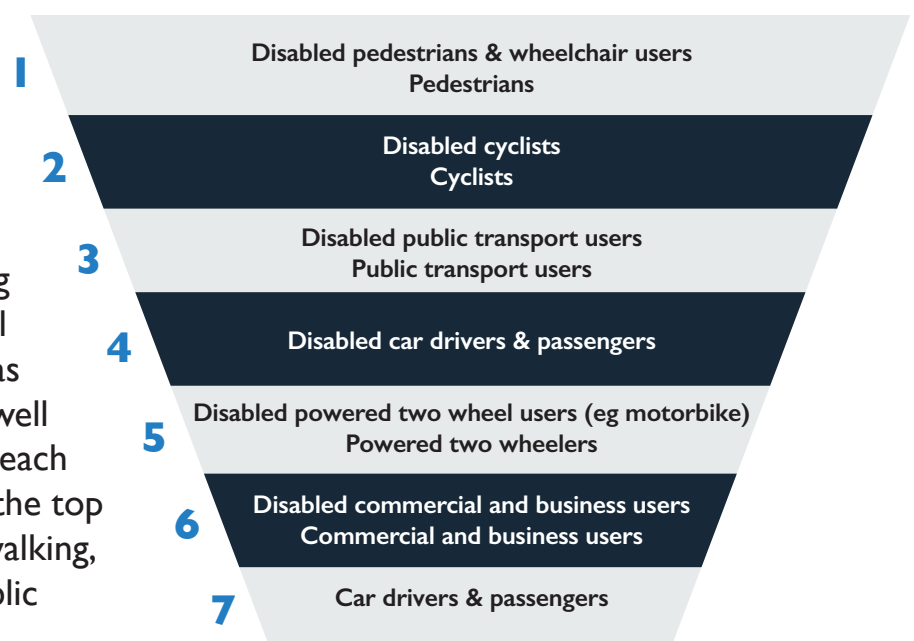


So that cycling, walking and wheeling become more attractive and offer better alternatives to the car.

Key to this will be creating a continuous network of safe and high-quality cycle, walking and wheeling routes, and giving all active travel users greater priority on roads and at junctions. Effectively integrating new modes like e-bikes into York’s transport network will also be important. These changes will achieve a doubling of active travel journeys by 2030.

Policy idea 2.1

To make sure that York’s Transport User Hierarchy, first adopted in 1989, is used in all project designs, policy decisions and funding allocations. Accessibility will be considered collectively as per policy focus area 1, as well as within and at the top of each mode of the hierarchy. At the top of each mode are people walking, followed by cycling and public transport passengers, then car drivers.



Accessibility is considered collectively as well as within and at the top of each mode of the hierarchy

Policy idea 2.2

To work with partners including the disabled community, property developers, employers and environmental groups, to create a network where walking and wheeling have priority. This network will offer safe, high quality continuous routes to the city centre, across ages, schools, colleges and places of employment. Our ambition is for this network, once complete, to join up the whole city.

Policy idea 2.3

To develop a programme of upgrades to walking, wheeling, wheelchair user and cycle crossings on all parts of the priority network. This will include greater priority and reduced delay at crossings with signals; countdown signals at major crossings; priority at crossings of side roads (including providing either dropped kerbs or tables to allow level crossing); removal of barriers and guardrails, and significantly improved pavement maintenance. At first, we will improve crossings at all junctions on the inner ring road, other routes in the heart of the city centre (e.g. Piccadilly, Rougier Street, Tower Street) and in the district centres.

Policy idea 2.4

To seek funding to comprehensively upgrade the city centre footstreets area to provide continuous level surfaces, clearly marked to show where vehicles are and are not permitted. Narrow, uneven, poorly drained or sloping pavements will be rebuilt.

Policy idea 2.5

To work with partners including the disabled community, cycling and environmental groups, developers and employers to create a well-connected cycling network. Our ambition is for this network to be comprehensive and joined up, and offering routes to and through the city centre, and to district and village centres, and schools, colleges, places of employment and other places where people want to go.

Policy idea 2.6

To upgrade cycling facilities on all parts of the priority cycle network, to include continuous cycle lanes, segregated where appropriate; priority at traffic signals; make roundabouts safer for cyclists, and regular maintenance to make sure that surfaces, signs and markings are safe. The first step in this process will be to draw up our 'Movement and Place plan' (see policy idea 6.1) and seek funding to upgrade key missing links and problems on cycle routes, with the aim of creating a connected network.

Policy idea 2.7

To offer community support. We recognise that some groups of people face greater barriers to walking, wheeling and cycling. We want to identify the barriers (such as lack of cycle parking, lack of confidence) and work with these communities to make sure that everyone has equal access to walk, wheel and cycle. We will assess the existing facilities and include audits for disabled people in assessments of existing facilities and design of new facilities.

Policy idea 2.8

To support the development and use of e-bikes, and where appropriate, expand micro-mobility options such as e-scooters to complement other modes of transport.

3. Shape healthy places

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



Policy idea 3.1

To review each area of York, including all villages and district centres, and aim to make sure that they have all key facilities within walking, wheelchair, wheeling or cycling distance. Part of this review would include designing public transport routes offering access to facilities if longer journeys are required.

Policy idea 3.2

To explore how we can provide each village or district centre with a communications, mobility and delivery hub for parcels. These hubs could also

include facilities such as toilets, safe cycle storage, pushchair, mobility scooter and cycle hire and repair workshops.

Policy idea 3.3

To adopt the principles in policy ideas 3.1 and 3.2 for all new developments, including all strategic sites in the Local Plan. We will produce a Supplementary Planning Document on Sustainable Transport to clearly set out our requirements, and those covered in other Policy Focus Areas.

Policy idea 3.4

To use a 'Healthy Streets' approach to creating high quality public spaces and encourage walking, wheeling and cycling. To do this, we will apply relevant guidance into our decision making.

Policy idea 3.5

To provide safe streets. We will look at how traffic measures such as 'Home Zones' could create safe streets for wheelchair users, walking and cycling. The Local Cycling and Walking Infrastructure Plan, safety audits and resident consultation will help us identify the streets and communities that need intervention. We will encourage new developments to include safe streets from the start of any project design and reflect these safe streets in the wider Movement and Place Plan.

Policy idea 3.6

To seek to eliminate all fatalities and serious injuries on York's roads. Sometimes called a 'Vision Zero' approach, this means using new

technology, encouraging behaviour change, increasing enforcement and use of legislation. We will work with partners, such as North Yorkshire Police, and stakeholders to use the appropriate and proportionate tools available to reach this goal.

Policy idea 3.7

To require larger scale transport schemes and infrastructure projects to complete Health Impact Assessments, to ensure health benefits of their schemes are considered and maximised.

Policy idea 3.8

Our approach to transport planning for the future will use the 'Decide and Provide' approach. By this, we mean setting out what we want to achieve, assessing what travel needs that will generate, and providing the infrastructure needed to help us achieve our goals. This will help maximise sustainable transport options for all new housing developments and strategic sites.

4. Improve public transport

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



Policy idea 4.1

To work with bus operators to create a connected network of bus services, accessible to as many residents and visitors as possible, and providing services at weekends and at night. We will seek funding for and set challenging targets to increase bus services and make sure that all low-income areas are supported. We will ensure that all new housing developments (of 10 or more houses) are designed with access to frequent bus services for residents as soon as possible after first occupancy. We will consider other ways of providing accessible bus services to residents, including franchising, if it is not currently possible to achieve the desired network of support.

Policy idea 4.2

To use urban design and network management to increase the reliability

and efficiency of bus services. We will set challenging targets for increased bus reliability. As a first step, we propose a dedicated priority route for buses (see policy focus area 6), and other sustainable transport options, across the city centre, and enforce existing regulations to manage traffic in these areas.

Policy idea 4.3

To work with local communities to obtain funding to develop community transport schemes such as local minibuses, dial-a-ride and car clubs and share schemes, to fill any gaps in the bus network. We will consider introducing a shuttle bus within the city centre.

Policy idea 4.4

To work with Park & Ride operators to deliver an improved, viable and efficient service that will increase the use of Park & Ride buses by residents and

commuters. We will develop Park & Ride sites as access hubs for local communities and villages and for buses and coaches travelling between towns. We will use all tools available, including infrastructure design, network management, route planning and car parking charges to increase use and maximise the reliability and efficiency of these services.

Policy idea 4.5

To develop a rail strategy that will guide our approach to rail investment and priorities within York, with the aim of increasing passenger numbers on rail services and identifying opportunities for improved or new routes and services.

Policy idea 4.6

To ensure that the redesign of York railway station makes it more sustainable, better able to support wheelchair users, walking, wheeling, cycling and bus use, and reducing the need for car use. We will ensure that Poppleton and the new station at Haxby are at the centre of effective walk/wheel/cycle/bus networks.

Policy idea 4.7

To encourage journeys that include a range of transport options, using all opportunities to improve interchange

facilities across the bus network (such as providing cycle parking and shelters) and work with partners to explore tickets options available across a range of transport services and operators. We will also work with operators to provide space for cycles, wheelchairs and mobility aids on buses and trains.

Policy idea 4.8

To develop a fares policy that will apply to all road-based public transport, which encourages and rewards frequent use with tickets that are affordable for young people and low-income households.

Policy idea 4.9

To work with the taxi and private hire suppliers to deliver greater numbers of wheelchair accessible, low emission vehicles in York.

Policy idea 4.10

To consider the idea of a 'Park & Sail' service on the River Ouse, for example using Rawcliffe Bar Park & Ride to offer a place to leave your car before travelling into or out of town by boat.

5. Safeguard our environment by cutting carbon, air pollution and noise

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



Policy idea 5.1

To continue to expand public electric vehicle (EV) charging points, working with the private sector, developers and others, to keep pace with the demand for public charging, by commuters, visitors and residents without access to residential off-street charging. This will continue the work of our existing EV Charging Strategy.

Policy idea 5.2

To use the powers available to local authorities to further encourage the uptake of electric vehicle and hybrid replacement of petrol and diesel - e.g. parking charges dependant on the type of vehicle for resident's parking schemes.

Policy idea 5.3

To review the current Bus Clean Air Zone (e.g. to make sure it covers large and heavy commercial vehicles) if required to meet air quality targets. We will consider taking action in locations

where traffic emissions are a significant cause of poor air quality and noise.

Policy idea 5.4

To take carbon impact and necessary travel demand into account when planning infrastructure projects and consider how this will affect York's net zero carbon goal.

Policy idea 5.5

To support the development of green infrastructure on York's transport routes, with the aim of meeting national and local biodiversity targets for protecting and promoting local wildlife and plants.

Policy idea 5.6

To continue changing the council's vehicle fleet to electric vehicles where practical and suitable vehicles are available.

Policy idea 5.7

To consider how transport infrastructure in York, especially new projects, can be

used to support the environment – for example through sustainable drainage, or actions to reduce heat increase in urban areas.

Policy idea 5.8

To work with York's tourism and visitor sector to maximise sustainable transport use by visitors – both for reaching York and travelling around the city on arrival.

6. Manage York's transport networks for Movement and Place



We will develop a Movement and Place Plan which reallocates road-space to create safe and connected networks for wheelchair users, walking, wheeling, cycling, public transport, cars and freight for residents, businesses and visitors alike - helping deliver York's economic and environmental strategies and draft Local Plan by making walking, wheeling and cycling more attractive and buses more reliable. The Movement and Place Plan will also identify how best to balance the needs of streets as travel corridors and as places where people live, shop, go to school and enjoy their leisure. It will facilitate all kinds of journey including trips to and from outside of the city and will recognise York's place in the wider region. A key to the Movement and Place Plan will be using York's new traffic models to minimise congestion, along with new ways to manage and construct highways to minimise their environmental impacts and work with partners to deliver any required interventions and schemes.

Policy idea 6.1

To develop a Movement and Place Plan for York which identifies how best to balance demands on streets, which need to offer space as a way to travel and as places where people live, shop and play. We will include a clear plan for each mode of transport (such as private vehicles, freight vehicles, public transport,

emergency services, cycling, walking, etc.). As part of this Plan, we will carefully consider the future of the inner ring road.

Policy idea 6.2

Identify the locations where a Movement and Place Plan could create opportunities such as the planned

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

Policy idea 6.3

To meet the council's statutory duty to avoid, eliminate and reduce road congestion. We will also commit to tackling air pollution, maintaining accessibility for disabled transport users, and promoting and prioritising the use of walking, wheeling, cycling and public transport.

Policy idea 6.4

To make travel safer for wheelchair users, pedestrians, wheelers and cyclists, putting in place 20mph as the default speed limit for all roads through residential areas (including new developments), near schools, in villages and at shopping areas and parks.

Policy idea 6.5

To maintain our highways (including wheelchair use, walking, wheeling and cycling routes) to ensure they meet the priorities outlined in York's transport hierarchy. Our overall aim is to manage risk to all users, minimise disruption and delay, and increase the reliability of the network.

Policy idea 6.6

Take a 'Decide and Provide' approach to infrastructure improvement schemes, which is based on designing roads for a preferred future. We will look at the travel needs the proposed changes will generate and put together a development plan to achieve this. We will only consider road capacity schemes if they reduce pressure from sensitive parts of the transport network, or after all other options have been explored. We will work with developers to obtain funding to create sustainable travel networks to and from new developments, as outlined in the draft Local Plan.

Policy idea 6.7

To future proof our transport network to account for new technologies such as self-driving vehicles and drones.

7. Reduce car dependency

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



Policy idea 7.1

To encourage walking, wheeling and cycling to school and work where possible, by working with schools, developers and employers to help create travel plans, improve signage, and look at ideas aimed at encouraging active travel. We will develop case studies to show how many people can easily live less car dependent lives – often reducing their expenditure on transport and being more active in the process.

Policy idea 7.2

To encourage businesses and organisations operating within the city to travel more sustainably (for example, introduce staff or school travel plans, sustainable transport options to business parks, cycle lockers for businesses). We will work with developers and businesses

to create and implement effective travel plans.

Policy idea 7.3

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

Policy idea 7.4

To promote travel schemes that reduce the need for car ownership. We aim to have a car-share scheme or car club available in and around York and in new developments, with an ambition for most residents to have a car-share/club car available within 500m of where they live.

Policy idea 7.5

To develop a car parking strategy to cover all council managed parking within 400m of the city centre, which looks at

parking needs, and sets parking charges which will make it more attractive to use Park & Ride or the bus, or to walk, wheel or cycle instead. We will set council managed car park supply to satisfy requirements for essential journeys to the city centre, and take steps to enhance the quality of that parking provision.

Policy Idea 7.6

We will keep reviewing our Residents' Parking Scheme to ensure it delivers our policy and works to the benefit of all residents. Residents parking schemes allow you to park in your community, and they could be extended to cover all areas of the city, with an aim to reduce non-residents using residential streets for long-stay parking. On-street car parking may need to be moved to create space for bus and cycle facilities (in line with the council's adopted hierarchy of road users see Policy Idea 2.1). Where this results in a dedicated disabled bay needing to be moved the council will provide an alternative car parking space within 150m (or preferably less) of their

home, with an accessible route between the resident's home and the disabled car parking bay. We also will work with blue badge holders to do the same where possible.

Policy idea 7.7

To review the parking spaces in private ownership within 400m of the city centre, and engage with owners to encourage safe, accessible patterns of use that meet the aims of Policy idea 7.5, as well as the wider aims of the transport strategy.

Policy idea 7.8

To adopt standards for maximum levels of parking provided in new property developments which meet the objectives of this Local Transport Strategy and the draft Local Plan. We will also encourage developers to reduce parking provision to below these maximum standards when considering planning applications.

Policy 7.9

To share sustainable transport options and developing travel plans.

8. Improving freight and logistics

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



Policy idea 8.1

We will work with the incoming mayor of the York and North Yorkshire Combined Authority to create and put in place a freight and logistics strategy that works towards net-zero emissions, as well as improving air quality; safe movement; working in partnership; protecting assets and buildings, and effective freight management and movement. Within the strategy we will develop and implement different plans for long distance, local and last-mile journeys.

Policy idea 8.2

To reduce the number of delivery vehicles travelling in to the footstreets area, we will look at providing facilities on the edge of our footstreets area where items being delivered and

delivered into the footstreets area by smaller vehicles (for example cargo bikes). We will work with businesses to understand the impact of a limit on all freight movements within the city centre. We will also promote and support the use of cargo bikes.

Policy idea 8.3

We will work with businesses to understand the impact of creating a road network that limits freight vehicles of over 7.5 tonnes accessing the city centre, which also allows access to all key destinations, including facilities for onloading and off loading vehicles, but avoids overuse of narrower inner-city streets and residential roads. Ensure that this network meets the needs of these vehicles.

9. Effective maintenance and enforcement and management of streetworks



So that the condition of York's transport networks enables the transition to greater use of sustainable transport. Enforcement of traffic rules and effective management of streetworks will be a key tool in achieving our stated objectives.

Policy idea 9.1

We will work with the incoming mayor of the York and North Yorkshire Combined Authority to improve and maintain pavements, cycleways and the margins of roads used by many cyclists.

Policy idea 9.2

We will carefully consider where better enforcement of traffic offences could improve traffic management in York.

10. Monitoring the transport network and financing the changes



So that the effectiveness of our policies can be monitored, and funding attracted to deliver York's new transport strategy as effectively as possible.

Policy idea 10.1

We will work with the incoming mayor of York and North Yorkshire to access funding to deliver our vision of a transport system in York. We will work with the mayor to develop a monitoring and appraisal system to assess the impact of our transport policies, and have a list of schemes for consideration by the Combined Authority and DfT for funding.

For reference, the following commitments from the new Council Plan may also be of use to those filling in the consultation survey:

2023-2027 Council Plan Transport Commitments:

I. Deliver bold and ambitious proposals:

- I.1 Develop a city-wide Movement Plan as a statement of intent for discussion with the new Mayor, to mitigate the carbon impact of upgrading and dualling the A1237, reducing congestion and enabling active travel.
- I.2 Develop Local Transport Plan 4 and the Local Cycling, Walking and Infrastructure Plan (in line with government guidance and aligned to the Air Quality Action Plan) to help people travel easily in a sustainable, safe, and healthy way.
- I.3 Launch an inclusive and accessible draft Local Transport Strategy consultation programme.
- I.4 Deliver the Bus Service Improvement Plan, including a new provider of bus shelters with real-time information and lobbying for improvements in York's bus services.
- I.5 Launch and deliver Air Quality Improvement Plan 4, taking bold action to reduce air pollution beyond

national regulations and aim to meet World Health Organisation targets.

2. Reduce carbon, enable residents to choose alternatives to petrol or diesel cars:

- 2.1 Seek to extend the Clean Air Zone to include freight and taxis, covering York Central and responding to the need for freight deliveries, considering additional action such as taxi licensing.
- 2.2 Promote subsidised upcycled bike schemes and seek to expand e-bikes to connect villages to the city centre.
- 2.3 Become a fully electrified bus city, refresh the EV strategy including e-bikes and e-scooters.
- 2.4 Introduce traffic calming and anti-idling patrols around schools to reduce traffic and remove harmful pollutants.
- 2.5 Improve York's access to rail, completing the Station Frontage scheme and continue to support a station at Haxby.

3. Make the city accessible for all:

- 3.1 Listen to the disabled community and review Blue Badge access to the city, refreshing the access plan.
- 3.2 Co-design a plan for Our City Centre to make foot street more welcoming and accessible, including management of freight deliveries as part of the Movement Plan.
- 3.3 Provide concessionary bus fares for age up to 25 years old.
- 3.4 Promote sustainable transport routes to York Community Woodland.

4. Improve the condition of highways and infrastructure:


- 4.1 Improve streets, cycleways and footpaths for walkers and wheelers, as part of the Highways Improvement Asset Management Plan.
- 4.2 Review the business model for transport enforcement including local regulations, such as yellow-hatched boxes and illegal parking and anti-idling enforcement to improve air quality.





CITY OF
YORK
COUNCIL

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