

The Mayor's Local Transport Plan for York and North Yorkshire

Executive Summary

The Mayor's Local Transport Plan (MLTP) sets out a long-term framework for transforming transport across York and North Yorkshire to 2050. It responds to the creation of the York and North Yorkshire Combined Authority, the transfer of strategic transport powers to the Mayor, and the opportunity to use devolved funding and local leadership to build a more integrated, inclusive, resilient and low-carbon transport system. The MLTP positions transport as a strategic enabler of the region's wider ambitions: inclusive economic growth, healthier communities, sustainable housing delivery, carbon reduction and better access to opportunity.

Our challenges

The region of York and North Yorkshire is unique, combining a major historic city, large towns, market towns, coastal communities, national parks and extensive rural areas across a large and relatively sparsely populated geography. However, this brings a distinctive set of transport challenges, and opportunities, as follows:

- **Unequal access to opportunity:** Many of our residents, particularly in rural and coastal areas, remain highly dependent on private cars to reach employment, education, healthcare, leisure and essential services. Our public transport network outside of urban areas is limited, with many areas having no

service in the morning period. Consequently, more than 100,000 of our residents cannot reach a college, hospital or sports facility within 45 minutes by public transport, meaning that access to such vital services depends on having access to a car. This creates social exclusion, increases household transport costs and makes everyday life harder for people who cannot drive, cannot afford a car or rely on others for lifts.

- **A transport network that doesn't support our economy:** Our region's productivity (a core driver of living standards and wellbeing) lags behind other regions and the national average. This is in part due to the limited availability of high-skilled or specialist job opportunities which has also contributed to the out-migration of graduates and young professionals (a 'brain drain'). We need to ensure that more, highly skilled and well-paid jobs are available in our region by encouraging more businesses to locate here. But to give businesses the confidence to invest in our region, we need to ensure that they will be able to attract the right talent and access the right labour markets.
- **The transition to a more sustainable future:** Transport accounts for around a third of emissions across York and North Yorkshire. That makes it the largest source of carbon, and a key

determinant of poorer air quality and worsening health outcomes. We want to become England's first carbon-negative region by 2040, but to achieve this, we need to decarbonise our transport system. This means reducing the need to travel where possible, shifting more trips to walking, wheeling, cycling and public transport, supporting the move to zero-emission vehicles, and designing and maintaining infrastructure so it can withstand more extreme weather.

- **The scale of growth:** We have ambitions plans to deliver 60,000 new homes over ten years, increase regional GDP by 28%, increase average earnings by a third, and get 20,000 more people into work. This transformational level of growth will bring real change to our region through increased opportunities and productivity. However, we need transport to make this growth possible by widening labour market access, supporting freight and business connectivity and linking homes to jobs and services in a more sustainable way.

Our priorities for change

We want to do things differently. Maintaining the status quo would leave too many communities behind and prevent our region from reaching its full potential. Our key priorities are:

- **Sustainable growth:** Ensuring that new development is located and designed to embed sustainable travel behaviours from the outset.
- **Connecting all parts of our diverse region:** Delivering a much more integrated and accessible transport network which works for local urban and rural communities, businesses and visitors.
- **Resilient and future-proofed:** Ensuring that our existing transport network is well maintained to support everyday journeys, can respond to disruption, and is resilient to the effects of climate change.
- **Cleaner and greener transport:** Supporting a rapid transition to a low-emission fleet for public transport, freight and private vehicles to meet our ambition to become carbon negative as a region.
- **Nationwide connectivity:** Ensuring that York and North Yorkshire is well connected to neighbouring areas, wider UK destinations and to ports and airports.

Our strategy

Our 2050 vision is for a connected City Region Rural Powerhouse with transport having a fundamental role to play in achieving York and North Yorkshire's future ambitions. Our vision is formed of four strands which together articulate what we want our transport network to achieve.

transport accessible, inclusive and safe for all, improving reliability and resilience, and delivering a clean and green transport system. These principles are intended to guide investment decisions, future sub-strategies and delivery planning. Our vision is embedded within our approach which comprises three strands: connected places, network principles and integrated modes.

Mayor's Local Transport Plan vision

High-quality and well-connected
urban, rural and coastal places for
people to live, work, visit and socialise

Healthier, safer and more active
communities

A productive and growing economy including
our sustainable tourism offer, access to labour
markets and movement of goods and freight

Transition to a decarbonised transport system which
protects and enhances our natural environment, and
connects our people to the outdoors

The plan is built around providing sustainable choices, creating a fully integrated network, supporting active and healthy lives, making

Connected places

Our transport network must serve different journey needs: short urban trips, commuting, rural access to services, seasonal visitor travel, freight movement and longer-distance regional and national connectivity.

To deliver our ambitions, we recognise that we need place-sensitive solutions that recognise the needs of different communities. Our approach will be place based, delivering the right solution for the local community, its businesses and visitors.



Place type	Transport challenges	Our response
Liveable neighbourhoods	Traffic, parking, safety concerns and limited local access	Safer streets, school access, walking, wheeling and cycling networks and greener local environments
Towns and cities	Congestion and growth pressures (in larger areas) and the need for sustainable access around, into and between all our hubs	High-quality walking, wheeling and cycling networks across all towns and cities, public transport priority, parking management and demand management in larger areas
Rural areas	Longer distances, limited public transport, reliance on cars and collision hotspots	Improved rural buses and community transport, digital access, safer rural roads and access to visitor destinations
Coastal communities	Seasonal visitor pressure, weaker inland connectivity and shift-work travel needs	Better public transport and walking, wheeling and cycling links shaped around residents, employers and visitors
Destinations outside the region	Cross-boundary journeys, freight movement and national connectivity needs	Partnership working on rail, strategic roads, EV infrastructure and digital connectivity

Network principles

To meet our vision for transport in York and North Yorkshire, we need to guide how our transport network is planned, designed and operated. Our six network principles will be applied consistently to ensure that our transport network meets the needs of everyone who uses it.

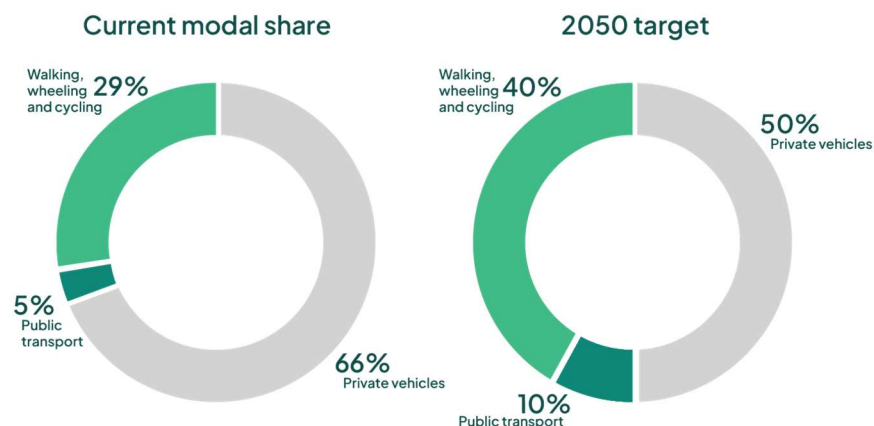


- **Provides sustainable choices:** Our ambition is to deliver a transport network that provides a range of travel options to the places people need or want to go, so that everyone can choose the mode that best suits their needs.
- **Fully integrated:** Our ambition is for a carefully planned and coordinated transport network which offers seamless door-to-door journeys for everyone.
- **Supports active and healthy lives:** Our ambition is to shape a transport network that supports wellbeing by enabling our people to be more physically active in their day-to-day lives and enjoy our exceptional natural environment.
- **Accessible, inclusive and safe for all:** Our ambition is for a transport network that everyone can afford to use, is accessible and comfortable, and is safe for everyone, no matter their age, gender, race, level of mobility or the time of day.
- **Reliable and resilient:** Our ambition is for a transport network that is well maintained, well equipped to handle unexpected disruption, keeps people informed and can be relied on all year round.
- **Clean and green:** Our ambition is for a low-emission transport network that supports our commitment to achieving carbon negative status by 2040 and promotes greater biodiversity where possible.

Integrated modes

Integration between modes is pivotal to the MLTP. This means better coordination between bus and rail, integrated fares and ticketing, improved interchange facilities, safer walking, wheeling and cycling access to stops and stations, and the use of shared mobility and community transport to fill gaps where conventional services are not viable. Bus reform, including the use of newly devolved powers, will provide greater local control over service patterns, fares and standards.

In general, we want people to travel around our region more sustainably. We have set some ambitious targets which will guide how we design and prioritise future transport investment.



Actual modal share will look different in different places, and we acknowledge that the car will continue to play an important role for many people to move around particularly in our more rural areas and for

some disabled people. However, the MLTP seeks to reduce unnecessary car dependency by improving sustainable alternatives, managing parking, supporting electric vehicle charging, improving road safety, maintaining road assets and using a user hierarchy that prioritises walking and wheeling, followed by cycling, public transport and then private motor traffic.

Each of our transport modes will play a key role in helping us to achieve our targets.

Mode	Role in the strategy	Our priorities
Walking, wheeling and cycling	Primary option for short everyday journeys	Deliver connected, inclusive networks and target 65% of trips under three miles by active modes
Integrated public transport	Vital local, regional and national connectivity backbone with York as a national hub	Establish minimum service levels, partnership working for service reform and improvements, network integration
Shared mobility	Fills gaps in conventional services and supports first and last mile journeys	Develop mobility hubs, micromobility, car clubs, community transport and demand-responsive options
Freight and logistics	Crucial to support businesses and relied on for home deliveries	Develop understanding of freight movements, work with the private sector to ensure goods move efficiently and sustainably
Private vehicles	Remain necessary for rural residents, disabled people and some longer journeys	Reduce unnecessary car dependency, improve safety and maintenance, support EV charging, street user hierarchy

Measures for success and delivery

The MLTP has highlighted the pressing need for change to respond to the growing and multifaceted pressures we face in York and North Yorkshire: doing nothing is not an option.

The next stage in the development of our MLTP will be to translate our strategy into delivery. Our first Local Transport Delivery Plan will set out how policies will be implemented in terms of specific schemes and programmes and their associated timescales.

We will also begin work on a series of sub-strategies to sit underneath the MLTP, setting out more detailed policies in a range of areas. These will include, but not necessarily be limited to:

- Walking, Wheeling and Cycling Strategy
- Bus Strategy
- Rail Strategy
- Transport Decarbonisation Strategy
- Highways Strategy
- Freight and Logistics Strategy
- Community Transport Strategy
- Transport and Development Strategy
- Sustainable Travel to School Strategy
- Transport Accessibility, Inclusion and Engagement Strategy

We also need to monitor whether the actions we take are getting us closer to achieving our vision for transport in York and North Yorkshire. We will produce a full monitoring and evaluation plan to be published with the final version of the MLTP. In advance of that, we have identified

a series of draft key performance indicators to monitor whether the strategy is delivering the change we are seeking.

