

Notice of a public meeting of

Place Scrutiny Committee

- To:** Councillors D Myers (Chair), Healey (Vice-Chair), Fenton, Hook, Clarke, K Taylor, Vassie, Wells and Whitcroft
- Date:** Tuesday, 24 March 2026
- Time:** 5.30 pm
- Venue:** West Offices - Station Rise, York YO1 6GA

AGENDA

- 1. Apologies for Absence**
To note apologies for absence.
- 2. Declarations of Interest** (Pages 5 - 6)
At this point in the meeting, Members and co-opted members are asked to declare any disclosable pecuniary interest, or other registerable interest, they might have in respect of business on this agenda, if they have not already done so in advance on the Register of Interests. The disclosure must include the nature of the interest.
- 3. Public Participation**
At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the Committee.

Please note that our registration deadlines are set as 2 working days before the meeting, in order to facilitate the management of public participation at our meetings. The deadline for registering at this meeting is 5:00pm on Friday 20th

March 2025.

To register to speak please visit www.york.gov.uk/AttendCouncilMeetings to fill in an online registration form. If you have any questions about the registration form or the meeting, please contact Democratic Services. Contact details can be found at the foot of this agenda.

Webcasting of Public Meetings

Please note that, subject to available resources, this meeting will be webcast including any registered public speakers who have given their permission. The meeting can be viewed live and on demand at www.york.gov.uk/webcasts.

- 4. Minutes** (Pages 7 - 12)
To approve and sign the minutes of the Place Scrutiny Committee held on the 26 January 2026.
- 5. Rougier Route; Improving Bus Reliability in York City Centre** (Pages 13 - 32)
The report seeks the views of scrutiny members regarding potential options and considerations associated with the Rougier Route project following recent public consultation.
- 6. Local Transport Strategy Update**
To receive a report from the Director of City Development updating the committee on the Council's Local Transport Strategy, including on how this interacts with work being undertaken by the York and North Yorkshire Combined Authority in this area. **(Report to follow)**
- 7. Work Plan** (Pages 33 - 40)
To consider the Place Scrutiny Committee Work Plan.
- 8. Urgent Business**
Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:

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For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports and
- For receiving reports in other formats

Contact details are set out above.

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我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

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Declarations of Interest – guidance for Members

- (1) Members must consider their interests, and act according to the following:

Type of Interest	You must
Disclosable Pecuniary Interests	Disclose the interest, not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.
Other Registrable Interests (Directly Related) OR Non-Registrable Interests (Directly Related)	Disclose the interest; speak on the item <u>only if</u> the public are also allowed to speak, but otherwise not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.
Other Registrable Interests (Affects) OR Non-Registrable Interests (Affects)	Disclose the interest; remain in the meeting, participate and vote <u>unless</u> the matter affects the financial interest or well-being: (a) to a greater extent than it affects the financial interest or well-being of a majority of inhabitants of the affected ward; and (b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest. In which case, speak on the item <u>only if</u> the public are also allowed to speak, but otherwise do not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.

- (2) Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.
- (3) Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations,

and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.

City of York Council

Committee Minutes

Meeting	Place Scrutiny Committee
Date	26 January 2026
Present	Councillors Healey (Vice-Chair), Baxter, Fenton, Hook, D Myers, K Taylor, Whitcroft and Waller (Substitute)
In Attendance	Councillor Lomas – Executive Member Finance, Performance, Major Projects, Human Rights, Equality and Inclusion Councillor Kent – Executive Member Environment and Climate Emergency Debbie Mitchell – Director of Finance Nick Collins - Head of Property Services Shaun Gibbons – Head of Carbon Reduction Dave Meigh - Operations Manager (Strategy and Contracts) Public Realm
Apologies	Councillors Vassie

20. Apologies for Absence (5.30 pm)

The Committee noted apologies from Cllr Vassie who was substituted by Cllr Waller.

Due to the position of Chair currently being vacant, Cllr Healey the Committees Vice Chair was confirmed as chairing the meeting and Cllr Myers was voted Vice Chair for the meeting.

21. Declarations of Interest (5.31 pm)

Members were asked to declare any personal interests not included on the Register of Interests, any prejudicial interests or any disclosable pecuniary interests which they may have in respect of business on the agenda.

Cllr Taylor confirmed that he had a non-prejudicial interest as he is a Trustee of the York Railway Bowls and Social Club referred to in the paper as a council owned property that is listed in the report.

Cllr Fenton confirmed that he had a non-prejudicial interest as he is a trustee of Foxwood Community Centre which is a Council owned property but not listed in the report.

22. Exemption of Press and Public (5.31 pm)

Resolved: That the press and public be excluded from the meeting during consideration of 2 confidential annexes to Agenda Item 6 on the grounds that it contains Information relating to the financial or business affairs of any particular person (including the authority holding that information). This information was classed as exempt under paragraph 3 of Schedule 12A to Section 100A of the Local Government Act 1972 (as revised by The Local Government (Access to Information) (Variation) Order 2006).

23. Minutes (5.32 pm)

Resolved: That the minutes of the Place Scrutiny Committee on 25 November 2025 be signed as a correct record of the meeting.

24. Public Participation (5.32 pm)

It was reported that there had been one registration to speak at the meeting under the Council's Public Participation Scheme.

Gwen Swinburn raised concerns that the Council did not have a asset disposal strategy and believed not enough information was provided for Members to assess the performance of Council assets. She also stated that there should be more publicly available information relating to off market sales of public assets. She also stated that she felt the Committee more meetings to ensure areas such as parking issues in the city.

25. Asset Management Strategy - 2026 to 2031 (5.36 pm)

Officers introduced the report which was seeking the Committee's input on the proposed Asset Management Strategy - 2026 to 2031 which would be considered by the Executive on 3 March 2026. Key principals of the strategy were outlined including details of the progress made against the 2020 to 2025 strategy. Officers also provided an update to the report regarding a deal for a data centre at the York Community Stadium which would no longer be going ahead, Officers would continue to explore new

opportunities for the space. It was also noted that there had been a typo at paragraph 111 of the Executive report at that it should read that 200,000 trees had been planted not 2000.

The Committee raised a number of assets in their wards which were not specifically listed within the strategy and whether plans were set out for these assets. Officers noted that the strategy could not list every asset the Council had but would guide decision's relating to assets, alongside, the Council's governance arrangements relating to decisions on assets, with many assets particularly those valued over £500,000 or where a decision could be contentious requiring Executive approval for decisions relating to the asset. Members enquired whether it was possible for a breakdown of all Council assets and the Ward they were in could be shared with Members, Officers agreed to look into this and reminded Members of the York Map which could be used identify assets.

Members noted that the Council generated most of its property income from office space and enquired whether changes in working patterns could negatively effect this and what was identified to address any changes. Officers acknowledged the changes in working patterns with more home and hybrid working since the pandemic. Officers noted that the Council was doing very well in this period at renting out office space including increasing revenue from renting out space in the Council's West Offices building and were doing well at renting out office space across the city. They noted that should changes affect the viability of these spaces then the Council would seek to consider its strategy to identify how to use an asset, noting the focus on economic development and wellbeing of the city including generating income. Offices confirmed that this could include changes of use for assets and disposal.

The Committee discussed the use of Council assets for community uses and it was confirmed by Officers that the Council had a range of considerations for its property portfolio including the role of an asset in the community. Members asked if the Council had a high value asset being used as a community asset would it consider the sale of said asset and relocating community activities to an appropriate new location. Officers confirmed that these were always things worth considering and if the Council had a valuable property any decision would likely require an Executive decision to change the use of disposal of the asset due to its value or considered a contentious decision. Members also enquired whether the Council provided support and legal advice to community

groups which were looking to purchase properties for community use. Officers outlined that the Council wouldn't provide legal advice to others and that they needed to seek their own legal advice but that the Council did support community groups where it was possible and appropriate to do so.

Members discussed the use of Peppercorn rents and when the Council might use these for commercial rents, as well as, how the Council sought to ensure maximum value from their assets. Officers confirmed that in cases where the Council considering the disposal of an asset it would be valued and put out to the market, in cases where it made sense such as a disposal to a developer seeking a wider regeneration of an area then the Council might deal directly with one potential buyer but the asset would still be independently valued to ensure best value. Officers also noted that the Council were required to seek best value with its commercial assets, in cases where Peppercorn rents might be applied to a commercial lease could be in the case of receiving an upfront payment ahead of a new development, in these cases the Council would still seek best value but the rent on the finished property might be lower than its market rate.

[Cllr Lomas was in attendance from 5.52 pm to 7.16 pm.

The meeting adjourned between 6.29 pm and 6.35 pm; Cllr Kent left the meeting during the adjournment.

Between 6.35 pm and 7.25 pm the press and public were excluded from the meeting during consideration the two confidential annexes to the report].

Resolved:

- i. Noted the Strategy.
- ii. Requested that ward Councillors be provided privately with details of Council assets in their wards, in conjunction with ward maps.
- iii. Recommended that the Strategy develop recognition of volunteer contribution into the assets.
- iv. Recommended that work be done with the communications team to look at options for increasing the visibility of the Council's logo on Council assets.

Reasons: This will be used to inform the Executive decision-making process of the views of the Place Scrutiny Committee in relation to the Asset Management Strategy - 2026 to 2031.

26. Work Plan (7.34 pm)

Members considered the committee's work plan for the current municipal year.

It was noted that Members remained interested in pursuing a Task and Finish Group around on-street EV charging, and the vice-chair would undertake to draft a scoping proposal. Members agreed to request more further details around the Local Transport Plan and Rougier Route items which had been suggested for the Committee's March meeting.

Attention was drawn to the government consultation on pavement parking, and it was agreed to add this to the Committee's list of unallocated items for future discussion.

Members considered a request from Cllr Kent to include an item on Water Scrutiny on the Committee's work plan for July 2026. This followed the agreement of a Motion in relation to tackling pollution in York's Rivers at the November 2025 meeting of Council. The proposed item would include participation from the Council and partners including Yorkshire Water and the Internal Drainage Boards. Members agreed to the proposed item, and requested that water-focused campaign groups locally also be invited to participate.

Cllr Myers noted that he was to be his Group's nominee for Chair of the Committee. This would subject to approval at the next meeting of Council, and should his nomination be approved, he would meet with the Vice-Chair at an early opportunity.

Resolved: To agree the Committee's work plan, subject to the suggested changes.

Reason: To ensure the Committee maintains an appropriate programme of work.

Cllr Healey, Chair

[The meeting started at 5.30 pm and finished at 7.40 pm].

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Place Scrutiny**24th March 2026**

Report of the Director of City Development

Rougier Route; Improving Bus Reliability in York City Centre**Summary**

1. The report seeks the views of scrutiny members regarding potential options and considerations associated with the Rougier Route project following recent public consultation.

Background

1. The Council's Big Transport Conversation, undertaken to inform the Local Transport Strategy identified that;
 - a. 79% of respondents told us that they would, or maybe would "use buses more often if we introduced dedicated priority routes for buses and sustainable transport".
 - b. 72% of respondents agreed or strongly agreed when asked "To what extent do you disagree with the introduction of dedicated priority routes for buses and sustainable transport".
 - c. 88% supported 'improving public transport'.
2. A range of ideas were examined to provide bus priority in the City Centre, largely focussed on how to reduce through traffic but maintain access to where people need to get to destinations within the City Centre. Travelling through the centre of York is still the quickest way to get from some residential areas to key destinations. Traffic undertaking those journeys isn't interacting with the city centre, other than passing through it and delaying people and vehicles who do need to access services in central York.
3. The Rougier Route proposals are shown in a plan in Annex A. The key project components that were consulted on are;

- a. Bus Lane on George Hudson Street southbound and bus gates on Micklegate between the George Hudson Street and Skeldergate junctions.
 - b. Enabling Micklegate to go one way to provide additional space for businesses and a contraflow cycle lane.
 - c. Remodelling of the Micklegate/Toft Green junction.
 - d. Contraflow cycle lane on Toft Green and Tanner Row.
 - e. Remodelling of the Rougier Street/George Hudson Street/Tanner Row junction including cycle crossing facilities.
 - f. Improved bus stops
 - g. Closure of Victoria Bar to motor vehicles
4. The design consulted on ensured that every parking space, blue badge space and loading bay remained accessible to all permitted users of those bays at all times. The change being that, for some users, different routes to those spaces and bays may need to be taken than have traditionally been the case.
5. There are a number of exemptions that could be applied to the bus lane, bus gates and to locations in Bishophill. The detail of the various legal requirements, signage implications and the social and traffic impacts of exempting or not exempting certain types of vehicle or user are currently being worked through by the project team. Views from scrutiny members on the appropriate balance between exemptions and achieving the desired outcomes of the scheme are welcome ahead of developing a preferred option for Executive approval. Views from scrutiny members on the timings of operation for the bus gate would also be welcomed.
6. Further background and rationale for the project is available at the consultation webpage¹.
7. The project is proposed to proceed on an experimental basis with a full monitoring plan, considering redistributed traffic flows, bus reliability and journey times, road safety, numbers of walkers, wheelchair users, cyclists and wheelers and people's views.

Consultation

8. Extensive stakeholder consultation was undertaken on the principle of bus priority during Summer and Autumn in 2025. There was sufficient understanding and appreciation of the importance to improve bus

¹ [Rougier Route Proposals - City of York Council - Citizen Space](#)

services in the city and the difficulty of the potential solutions to progress to public consultation.

9. Initial public consultation on the proposals was undertaken between 19th November 2025 and 12th January 2026. The aim of this consultation was to understand if there were any issues that would detrimentally affect people as a result of the initial design proposals so that the project could be amended or rethought depending on the information received. A full report on the consultation results will accompany the future report to Executive.
10. A significant amount of valuable information was received at the in person events held in Bishophill and at York Library. In particular, understanding how the proposals impacted local residents and businesses in the Bishophill area. Key findings from these events included;
 - a. Concern around extended journeys for those in the Micklegate loop to access the south of the city which would increase journeys from this area across the Station Frontage.
 - b. Concern around extra time/difficulty for business owners on Micklegate accessing the south of the city.
 - c. Concern that the proposed Victoria Bar closure would lead to additional pressure on the Nunnery Lane/Price's Lane Gyratory and the Skeldergate/Bishopgate Street junction.
 - d. Parking on Fetter Lane causing problems for pedestrians and wheelchair users.
 - e. General preference to retain bollards on Bishophill Senior.
 - f. Site specific issues associated with Buckingham Court.
 - g. Concern over additional taxi movements in the Bishophill/Skeldergate area.
11. The survey asked whether people would support roads in the corridor being set at 20mph in the future. A significant majority agreed. The principle is supported by officers and aligns with the city's transport strategy, but is a longer-term project due to implications on the City Centre; the corridor connects to the Footstreets area at the Spurriergate / Nessgate junction so 20mph on the corridor requires full consideration of the entire City Centre. The Council's Forthcoming Movement and Place Plan will progress this idea further.

Options

12. The considerations and options presented below represent a range of potential exemptions to the bus gates and bus lane and potential solutions for how to approach the matters raised by Bishophill residents. Multiple options could be taken forward together. Emergency services on blue light response will be exempt from the bus lane and bus gate during their hours of operation.
13. **Consideration One:** Hackney Carriages.
14. **Consideration Two:** Blue Badge Holders.
15. **Consideration Three:** Private Hire Taxis.
16. **Consideration Four:** Bishophill Resident and local Business Access - Victor Street and Victoria Bar
17. **Consideration Five:** Micklegate Resident and local Business Access – Fetter Lane / Bishophill Junior.

Analysis

18. **Consideration One: Hackney Carriages.** Consultation with Hackney Carriage operators has highlighted the importance of journeys through the Rougier Route corridor, particularly between St. Saviourgate and the York Rail Station. The alternative routing if Hackney Carriages were not permitted to pass through the bus gates would likely be down Skeldergate onto Bishopgate Street then Nunnery Lane and onto the station.

Bus gates in Leeds permit Hackney Carriages so there is a local precedent for allowing them into bus lanes and through bus gates. The impact on bus times by allowing Hackney Carriages through the bus gates is likely to be minimal.

19. **Consideration Two: Blue Badge Holders.** The Blue Badge Scheme helps people park closer to their destination. The Blue Badge

Scheme: rights and responsibilities in England² clearly states that Badge holders are not entitled to drive in bus lanes during their hours of operation.

20. The project allows for Blue Badge holders to access any blue badge bay as they can currently. It does not prevent access to any blue badge spaces. For some users, it will change the route to get to some blue badge spaces in the city; for instance Leeman Road to the proposed Blue Badge car park at Clifford's Tower. The alternate route would be to use Nunnery Lane and Skeldergate Bridge. Should it be felt that any additional travel time associated with this changed routing requires reasonable adjustment then Blue Badge holders may be able to be exempted from the bus gate.
21. Implementing a blue badge exemption would require a new registration-based process to be set up. Blue badges are allocated to a person, not a vehicle so it would be likely that each blue badge would need to potentially register up to four or five vehicles – many would need less. There is no staffing resource in place to administer such a process currently so there would be cost of a new member of staff and cover for that person to account for. It is envisaged that this cost would be in the order of £40k per annum.
22. At stakeholder events and via a dedicated question in the online survey, some Blue Badge holders told us that any additional journey time would cause them physical discomfort and have mental health impacts as well as additional financial cost if in a taxi. They also said they had concerns about being late for work, appointments and education if taxis were not allowed through.
23. We also heard that some Blue Badge holders cannot use buses for health reasons and that people caring for Blue Badge holders may face additional journey miles and time. More widely there was concern for access to facilities and around the quality and standards of pavements in York particularly for wheelchair users.
24. We should also note that there was also support for the proposals from Blue Badge holders. We heard from young adults with SEND that bus delays adds to anxiety and can have knock-on effects on their education and travelling independently. We also heard from disabled people who said they would feel safer and more confident

² [The Blue Badge scheme: rights and responsibilities in England - GOV.UK](#)

walking and using wheeled mobility aids if there was less vehicle traffic in this area of the city centre.

25. **Consideration Three: Private Hire Taxi's.** Consultation with Private Hire operators identified one operator who is currently contracted to transport SEND students, carrying out a number of cross-city journeys to access the various SEND teaching facilities in the city. Consultation with SEND students identified that their journeys often involve multiple pick-ups and drop-offs on route.
26. If SEND transport provision continues to be contracted to private hire operators then allowing access to Private Hire taxis using the Rougier Route corridor would reduce the overall journey time for the SEND user group. However, it would also reduce the effectiveness of the reduction in vehicle traffic and improvements in road safety that the scheme seeks to achieve, with pre-consultation traffic surveys showing that taxis (both Hackney and Private Hire) make up 15% of current weekday traffic on the Rougier Route. Further work is ongoing to understand the potential implications and opportunities regarding private hire access through the bus gate / bus lane.
27. **Consideration Four: Bishophill Resident Access - Victor Street and Victoria Bar** Access restrictions were included as an option in the initial consultation, effectively closing the through route to vehicular traffic. Bishophill residents who attended stakeholder events and made comments via the online survey were strongly opposed to this idea. Residents told us that additional journey time would be incurred and additional financial cost if travelling via a taxi due to increased journey time via alternative routes. The alternative route out of Bishophill was limited to the entry / exit point via Cromwell Road, Bishopgate Street and Skeldergate.
28. Based on feedback received during the consultation, the preferred option is to leave Victor Street and Victoria Bar open as per the current Traffic Regulation Order for local residents only. Bishophill resident access could be controlled by new ANPR camera associated to the database of users in the parking zones. The ANPR camera could replace the current defunct rise/fall access bollard and be enforced by means of a new back office operating system similar to that used to enforce other moving traffic offences in the city. There will be additional cost associated with the ANPR camera and back office system and further work is ongoing to understand this.

29. **Consideration Five : Micklegate Resident Access – Fetter Lane / Bishophill Junior.** The Consultation options presented to residents included the introduction of new modal filter restrictions at the junction of Bishophill Junior and Fetter Lane, effectively closing the through route from Micklegate via Trinity Lane, Bishophill Junior and through Fetter Lane onto Skeldergate to vehicular traffic. The existing closure of Bishophill Senior would then be opened up to through traffic.
30. Micklegate and Bishophill residents who attended stakeholder events and made comments via the online survey were strongly opposed to these ideas. Residents of Trinity Lane told us that additional journey time would be incurred and additional financial cost if travelling via a taxi due to increased journey time via alternative routes. The alternative route out of Trinity Lane via Priority Street, Micklegate, George Hudson Street, Rougier Street, Station Road was thought to be excessive and would place additional traffic directly on the route in front of the Station. Residents of Bishophill Senior were strongly opposed to opening up the road to through traffic.
31. The option for consideration is to leave Bishophill Junior and Fetter Lane open for local resident access via Fetter Lane. To prevent unwanted additional through traffic using this route to navigate around the Rougier Route bus gate restrictions, resident access on Fetter Lane would be enforced by new ANPR camera linked to the database of users in the residents parking zones with a supplementary permit system for local businesses. Similar to with blue badge holders, there is currently no staffing resource in place to administer such a process so there would be cost of a new post and cover for that person to account for.

Council Plan

32. The Council Plan has seven priorities; the City Centre Sustainable Transport Corridor will contribute towards the following priorities:
33. Health & Wellbeing. The project could have significant road safety benefits along the corridor as well as enabling more active travel and improving air quality.
34. Sustainability. Reducing bus journey times on the Rougier Street – Micklegate – Tower Street corridor will make bus travel more attractive, enabling a shift away from car use, which will in turn reduce congestion in the city. Mode shift towards public transport and active

travel also strongly contributes towards reducing carbon emissions from transport and helps the Council meet its net zero target.

35. **Economic.** A safer environment for pedestrians, wheelchair users, wheelers and cyclists will help to connect the eastern and western sides of the river, linking the footstreets to Bishophill and increasing footfall on Micklegate and Tower Street. A more reliable bus service will attract more people to travel by bus to the city centre.
36. The project is included within the Council's Local Transport Strategy and its accompanying implementation plan. Delivering bus journey time improvement within the City Centre is an integral part of the Council's BSIP and forms part of the programme of works agreed with the Department for Transport as part of the BSIP1 funding award.

Implications

i.

37. **Financial** *This is a report for discussion – there are no implications.*
 38. **Human Resources (HR)** *This is a report for discussion – there are no implications.*
 39. **Equalities** *This is a report for discussion – there are no implications. A full Human Rights and Equity Analysis is underway, informed in part by the consultation.*
- b. **Legal** This is a report for discussion – there are no implications.
- c. **Crime and Disorder** This is a report for discussion – there are no implications.
40. **Information Technology (IT)** This is a report for discussion – there are no implications.
 41. **Property** This is a report for discussion – there are no implications.

Risk Management

42. This is a report for discussion – there are no risks associated with the recommendation.

Recommendations

43. Members are asked to;

Provide their views on the potential exemptions and ways of addressing the issues highlighted by Bishophill and Micklegate residents and businesses.

Reason: To enable the views of scrutiny members to inform the recommendation to be made to Executive.

Contact Details

Author:

Tom Horner
Head of Transport Policy
and Travel Behaviour

Chief Officer Responsible for the report:

Garry Taylor
Director of City Development

Report Approved *tick* **Date** 16/03/2026

Chief Officer's name
Title

Report Approved *tick* **Date** *Insert Date*

Specialist Implications Officer(s)

N/a.

Wards Affected: Guildhall and Micklegate

All *tick*

For further information please contact the author of the report

Background Papers:

All relevant background papers must be listed here.

City Centre Sustainable Transport Corridor – Executive Member Decision Session 22nd April 2025.

Annexes

Annex A – *Consulted on project outline*

Annex B – *Consultation Layouts - For Rougier Route*

Abbreviations

N/a

Consultation summary for Scrutiny report (late March 2026)

A full public consultation was held from 19 November 2025 to 12 January 2026 and was designed to help City of York Council understand the impacts of the proposals. An engagement plan was produced to ensure all materials were fully accessible and distributed to as wide an audience as possible.

Materials were produced including an animation to show how the proposals could work; a short film to explain why it was being suggested; plus maps, leaflets and letters.

The consultation received media attention at launch and up to the date of going in to pre-election period in early December. The news was carried on the BBC, York Press, York Mix and YO1 radio, among others.

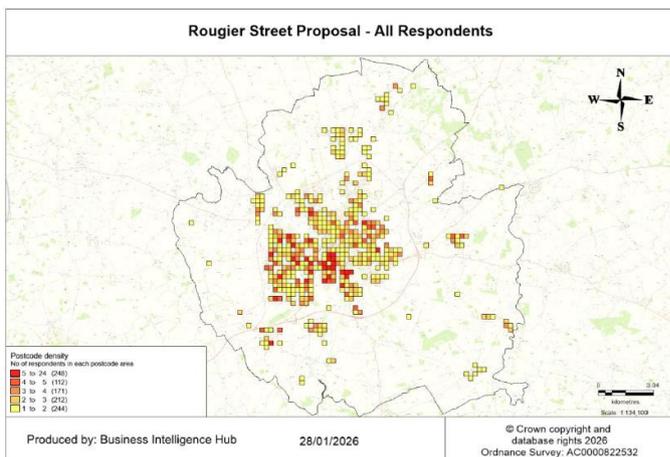
CYC channels also shared social media posts across Facebook (21k followers), Instagram (5.5k followers), Next Door (34k followers) and LinkedIn (19k followers), as well as our resident e-newsletters. Copies of leaflets were also placed in every library & Explore centre in York.

The consultation was delivered in-house including events for stakeholders and residents, to ensure that the project team & Exec Member for Transport heard directly from those taking part. It was delivered via two main routes:

1. Digital

Using an online platform to share all materials in one place, including the leaflet, maps, technical drawings and all background, plus the video and animation.

The map below demonstrates where people who took part in the consultation live (based on the postcode given)



Key facts and figures:

1175 people responded online [this includes people who sent in a paper copy of the questions, and were inputted to the platform]

Ages of respondents: This consultation received a higher than average response rate from working age people, including 22% from those aged under 39 and 29% aged 40-55.

The split in gender was less balanced, with 51.66% of responses from men, 36.34% from women and 1.36% from non-binary, with 9% preferring not to say.

11.15% of responses were from disabled residents, which is representative of 2021 census data which shows 10% of York's population are disabled people.

Headline analysis: *please note this analysis serves as a summary, with a full report to follow.*

- **How much do you think York is negatively affected by traffic congestion?**

55.96% said very negatively

23.58% said quite negatively

- **Would you use buses more often if we introduced dedicated priority routes for buses and sustainable transport?**

Yes 37.44%

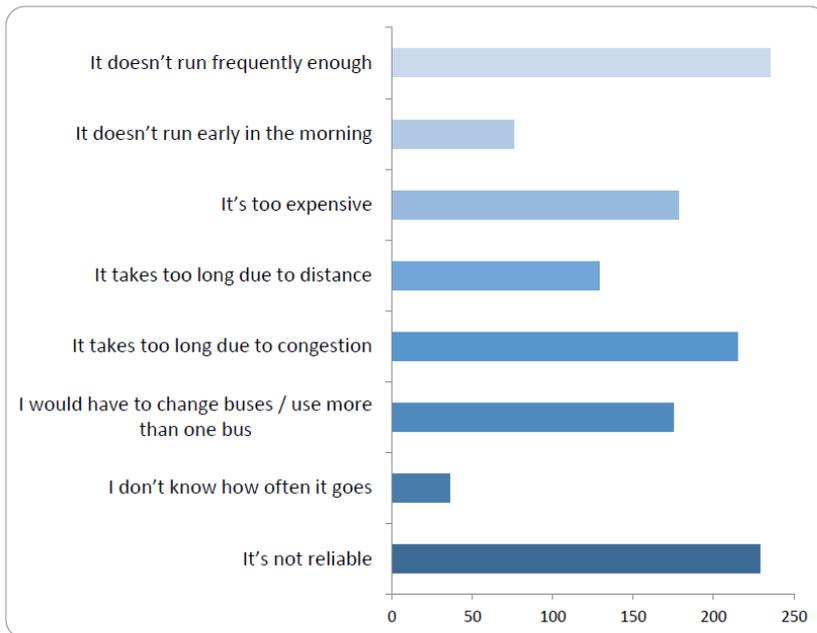
Maybe 20.65%

No 39.24%

When we looked at the ages of respondents, the highest figures in support came from 16-24 year olds, of whom 69.8% said they would use buses more often

57% of all respondents agreed that encouraging more people to travel by bus will reduce congestion and 58.44% said our proposals would, or maybe would, help York's bus services run more reliably

We also asked people why they don't use a bus if there is one available to them;



Looking only at answers from disabled people, there was an even split around whether the proposal will make buses in York more reliable or not:

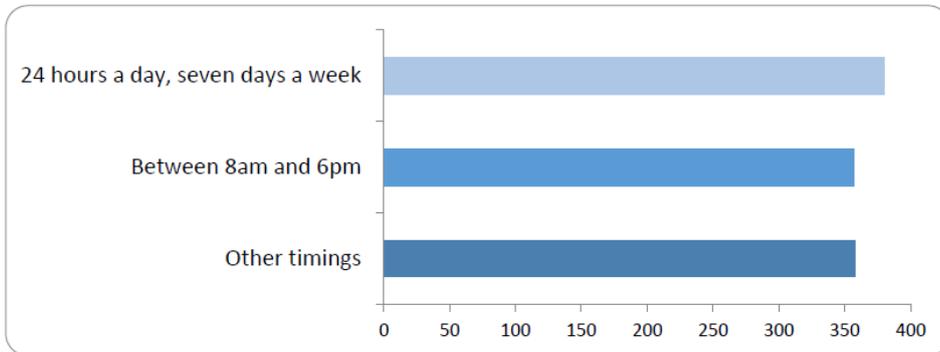
- Proposals will make buses more reliable: 35.1%
- Proposals will not make buses more reliable: 35.9%
- There were identical splits of responses from disabled residents when asked if the proposals would help reduce bus journey times too
- 47% of disabled residents said the bus gate/lane should operate only to allow cycles, buses and emergency vehicles through
- 52.3% of disabled residents said that taxis should also use the roads
- We did receive a number of comments about the operation of the bus gate/lane which will be analysed in full

Looking at the ages of people who responded about whether the proposals would make York more reliable or not:

- 69% of 16-24 year olds said the proposals would make buses more reliable
- The highest proportion of people who said no were aged between 56 and 59, where 42.3% said proposals would not help York's buses.

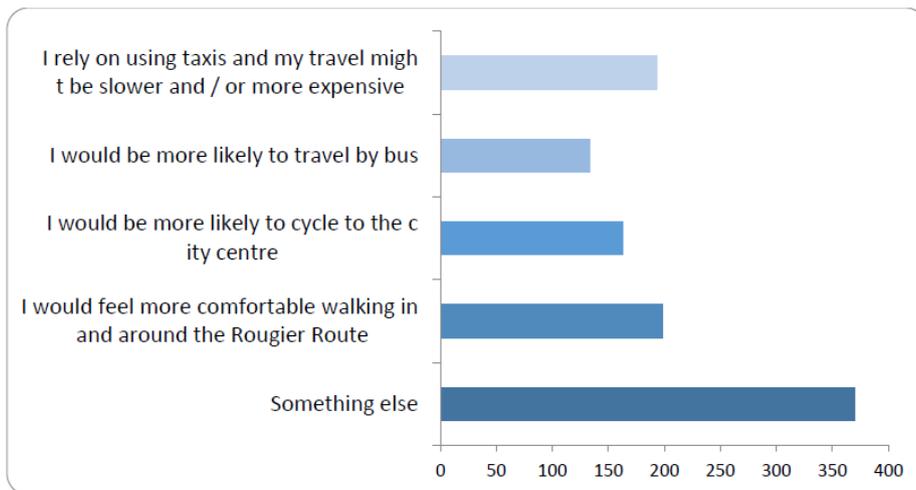
We also asked what **timings people felt the bus priority measures should operate under** and the results were quite evenly split, with comments under ‘other timings’ still being analysed:

There were 1095 responses to this part of the question.

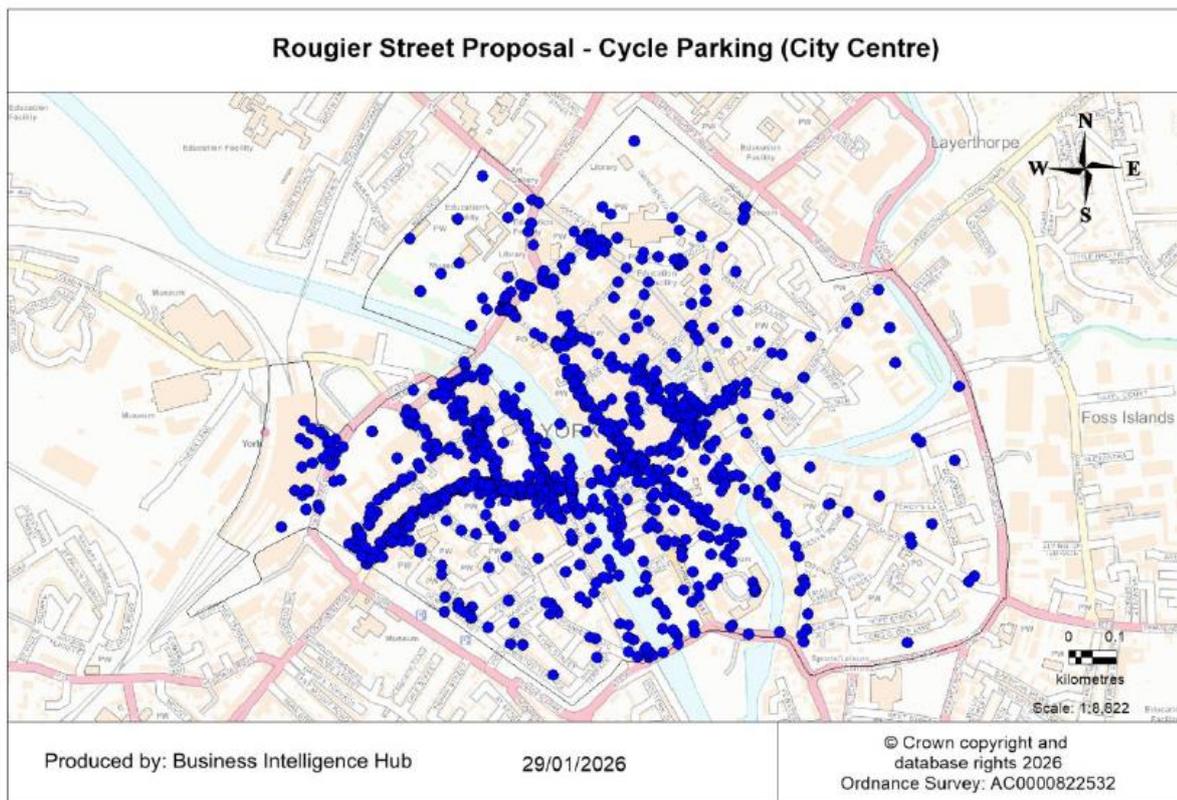


We also asked what the **impact would be on people if taxis were not allowed** through the bus priority measures; comments under ‘other timings’ are still being analysed:

There were 1057 responses to this part of the question.



We also asked where people would like to see **additional cycle parking installing**:



In addition to the online platform, a dedicated email address received over 150 emails, all of which were responded to individually by the project team. Largely they were from Bishophill residents whose concerns we have addressed in the revised proposals. A full analysis of the emails will follow.

2. Outreach

A proactive programme of outreach was delivered and headline findings are below, with a full report to follow.

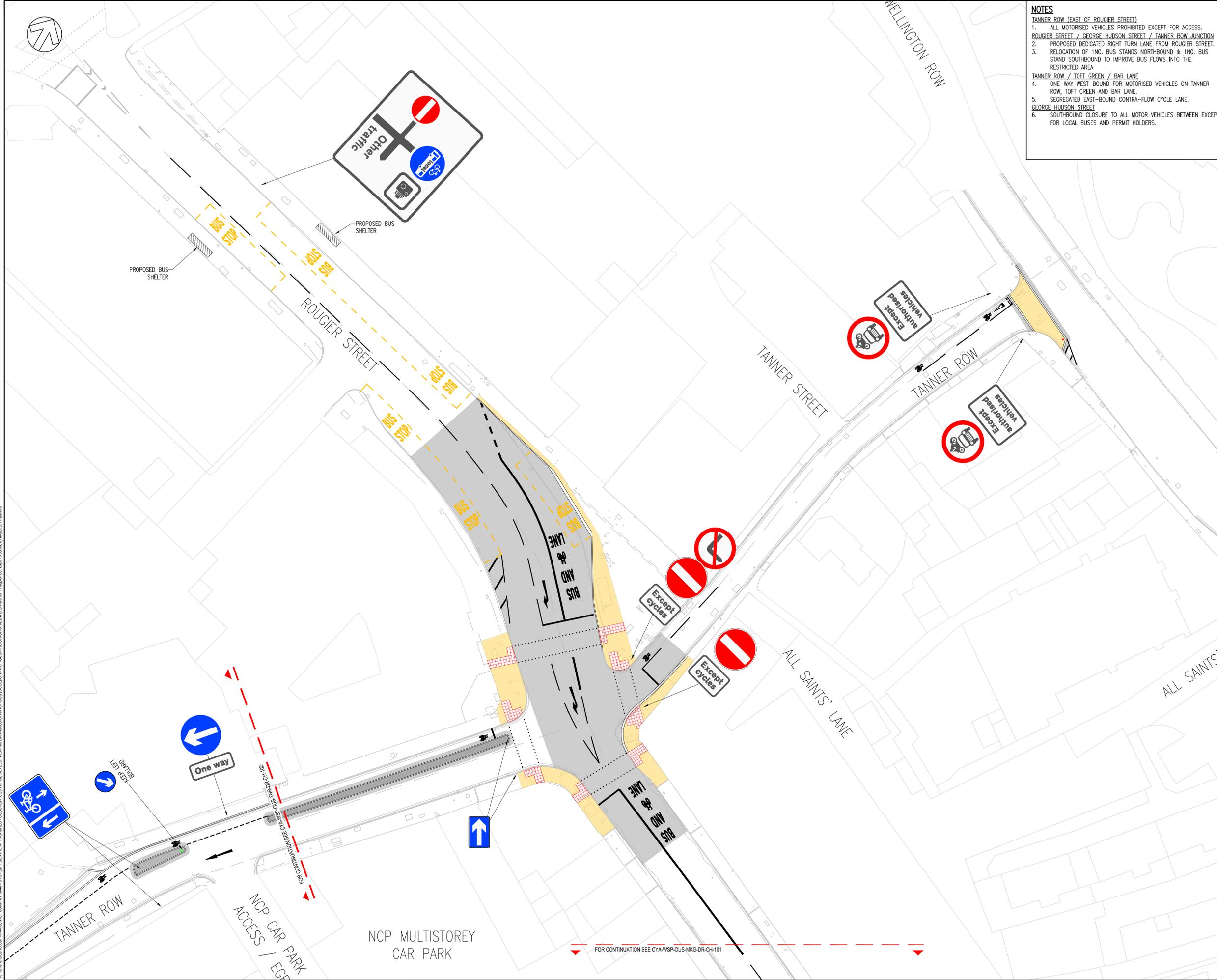
- a. Public events held in accessible venues
 - i. These were very well attended by Bishophill residents in particular, with over 300 people speaking to the project team
- b. Stakeholder workshops held both in person and online
 - i. We met with:

1. Disabled residents and groups who told us they felt Blue Badge holders should be able to use the bus gate / bus lane and be classed as essential journeys
2. Taxi trade reps from both Hackney Carriage and Private Hire companies, who told us that there could be impacts on cost to the passenger (and to CYC where contracted services are used) if congestion increases due to the trial. They also told us there would be journey time impacts on key routes such as St Saviourgate to the railway station
3. Hospitality and tourism trade who were asked to contribute to the consultation

c. Hosting & visiting SEND adults

- i. We hosted a visit from Blueberry Academy learners who told us about their experiences moving around York. Many of them rely on taxis to get to college and some travel by bus, either independently or accompanied. They all very much enjoy bus journeys but feel worried when services run later than timetabled. This can lead to anxiety and have an impact on them for several days. When we asked “what do you do if a bus is late?”, one young person told us they get so anxious that they “give up and go home”.

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NOTES

TANNER ROW (EAST OF ROUGIER STREET)

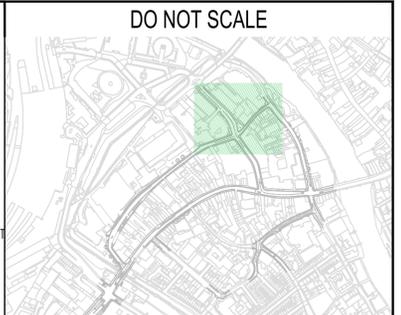
- ALL MOTORISED VEHICLES PROHIBITED EXCEPT FOR ACCESS.
- ROUGIER STREET / GEORGE HUDSON STREET / TANNER ROW JUNCTION
- PROPOSED DEDICATED RIGHT TURN LANE FROM ROUGIER STREET.
- RELOCATION OF 1NO. BUS STANDS NORTHBOUND & 1NO. BUS STAND SOUTHBOUND TO IMPROVE BUS FLOWS INTO THE RESTRICTED AREA.

TANNER ROW / TOFT GREEN / BAR LANE

- ONE-WAY WEST-BOUND FOR MOTORISED VEHICLES ON TANNER ROW, TOFT GREEN AND BAR LANE.
- SEGREGATED EAST-BOUND CONTRA-FLOW CYCLE LANE.

GEORGE HUDSON STREET

- SOUTHBOUND CLOSURE TO ALL MOTOR VEHICLES BETWEEN EXCEPT FOR LOCAL BUSES AND PERMIT HOLDERS.



- KEY**
- PROPOSED KERBLINE
 - CONTROLLED CROSSING RED COLOURED TACTILE PAVING
 - CARRIAGEWAYS - REFER TO 700 SERIES FOR EXTENT AND TYPE OF PAVEMENT WORKS
 - NATURAL STONE FOOTWAYS - REFER TO 1100 SERIES FOR EXTENT AND FINISHES OF KERBS AND FOOTWAYS
 - ASPHALT FOOTWAYS - REFER TO 1100 SERIES FOR EXTENT AND FINISHES OF KERBS AND FOOTWAYS
 - PROPOSED BOLLARDS

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

REV	DATE	BY	DESCRIPTION	CHK	APP
P04	11/09/2025	PM	ROUGIER STREET JUNCTION LAYOUT UPDATES	DPL	CC
P03	17/06/2025	PM	ROUGIER STREET BUS STOP UPDATES	DPL	CC
P02	29/04/2025	AJ	MICKLEGATE SIGN UPDATES	DPL	CC
P01	04/12/2024	CC	FIRST ISSUE	SG	SG

DRAWING STATUS: **S2 - FOR INFORMATION**

3 Wellington Place, Leeds, LS1 4AP, UK
T+ 44 (0) 113 395 6200, F+ 44 (0) 113 395 6201
wsp.com

CLIENT: **CITY OF YORK COUNCIL**

ARCHITECT:

SITE/PROJECT: **CITY CENTRE APPROACHES**

TITLE: **OUSE-03 - CITY CENTRE CENTRAL CORRIDOR PROPOSED INTERVENTIONS MICKLEGATE - GENERAL ARRANGEMENT SHEET 2 OF 2**

SCALE @ A1:	CHECKED:	APPROVED:
1:250	SG	SG
PROJECT NO:	DESIGNED:	DRAWN:
70115040	SG	CW
		DATE:
		May 25

DRAWING NO: **CYA-WSP-OUS-MKG-DR-CH-0102** REV: **P04**

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File name: C:\USERS\GPM14486\WSP-038670115040-CYC-CITY CENTRE APPROACHES - DOCUMENTS\03 WIPRE DEVELOPMENT\03 DRAWINGS\CYA-WSP-OUS-MKG-DR-CH-0102.DWG, printed on 11 September 2025, 16:05:50, by Muzare, P:\muzare

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Place Scrutiny Committee

24 March 2026

Report of the Head of Democratic Services

Place Scrutiny Committee Work Plan**Summary**

1. This report presents the Committee's draft work plan at Annex A for Members' consideration.

Background and Approach

2. The Committee sets its own programme of work, with input from Executive Members, officers and residents. A draft work plan is set at the start of the municipal year and, as a live document, is a standing item for consideration at each meeting.
3. The Committee's work plan should not be considered a fixed, rigid schedule, but instead can be adapted to reflect any new and emerging issues throughout the municipal year, and any timetabling issues that might occur from time to time.
4. In agreeing its work plan, the Committee should consider the resources, remit and powers available to it whilst also prioritising those areas of scrutiny which would be of most value. The role and remit of the Committee is set out fully in Article 8 of the Council's Constitution.
5. In considering any developments and/or modifications to the work plan, effort should be made to:
 - Avoid unnecessary duplication, including any existing groups already monitoring a particular issue.
 - Ensure any review work has clarity and focus of purpose, will add value, and can be delivered within an agreed timeframe.
 - Consider available resources and relevant timeframes, bearing in mind the Committee's workload and the type of scrutiny activity.

- Build in sufficient flexibility to enable consideration of any urgent matters that may arise during the municipal year, noting that items can be carried over to the following municipal year if required.

Implications and Risk Management

6. There are no direct implications or risks arising from this report; any relevant implications and risks will be identified in the cover report for each agenda item.

Recommendations

7. Members are asked:
 - i. To consider and agree the Committee's work plan for the remainder of the 2025/26 municipal year.

Reason: To ensure that the Committee maintains an appropriate programme of work.

Contact Details

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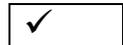
Report
Approved



Date 16 March 2026

Wards Affected:

All



For further information please contact the author of the report.

Background Papers

City of York Council Constitution, Article 8: Scrutiny,
<https://democracy.york.gov.uk/documents/s185896/08%20-%20Article%208%20-%20Scrutiny.pdf>

Annexes:

Annex A – Place Scrutiny Committee Work Plan, March 2026

ANNEX A Place Scrutiny Committee Work Plan 2025/26

Reviewed March 2026

Meeting	Item	Lead Officer / Exec Member	Scope
24 June 2025			
Parks	Parks Investment Funding	Cllr Kent / Dave Meigh	To seek feedback from the Committee on the recommended criteria to be used in allocating £500k parks investment fund.
Work Planning	Work Planning	Chair / All	To help identify the Committee's focus for the 2025/26 municipal year.
23 September 2025			
Waste	Household Waste Recycling Centre Operations	Cllr Kent / Ian Hoult	For the Committee to comment on the traffic congestion around Hazel Court HWRC and comment on potential options for the future operating of the site.
Parks	Parks Investment Fund	Cllr Kent / Dave Meigh	For Committee to scrutinise prior to planned consideration for approval at October Executive.
25 November 2025			
Transport	Community Transport Study Proposal (Dial and Ride)	Cllr Ravilious / Garry Taylor / Tom Horner	Proposed scope of works to investigate opportunities to restart a community transport service in York.
Transport	Electric Vehicle Charging Strategy	Cllr Ravilious / Garry Taylor / Tom Horner	To allow the Committee to comment on the new strategy.
26 January 2026			
Property	Property Asset Management Strategy	Cllr Lomas / Nick Collins / Debbie Mitchell	To explore the Council introducing a strategy for Council property disposals.

Meeting	Item	Lead Officer / Exec Member	Scope
24 March 2026			
Transport	Local Transport Strategy	Cllr Ravilious / Garry Taylor / Tom Horner	Update on
Transport	Rougier Route Bus Proposals	Cllr Ravilious/ Garry Taylor / Tom Horner	Pre-decision scrutiny
19 May 2026			
Environment	Neighbourhood Caretakers	Cllr Kent / Dave Atkinson /Pauline Stuchfield / Ian Hoult	Review of the programme after a year of operation.
Environment	Recycling Review	Cllr Kent / Dave Atkinson	Move from boxes to bins: public engagement and business case.

Scrutiny Member Briefing Sessions

- Thursday 21 October 2025 (Library Needs Assessment)
- Thursday 4 December 2025 (Healthy Weight/Capital Project Management)
- Thursday 26 February 2026 (Digital Switchover)
- Thursday 16 April 2026 (School Attendance and Attainment Gap/Community Woodland Update)

Currently unallocated items (including those referred by previous scrutiny committees)

2025 Library Needs Assessment Report (containing data from the Early Engagement Consultation)

Briefing provided in October 2025 on feedback from consultation on library usage that fed into the Assessment of Need document. This information will then feed into a library strategy and associated budget savings (target

£600k) proposals which will be then consulted on. Further opportunity further Scrutiny including either be a part of the consultation or pre scrutiny (or both) before recommended proposals for Executive likely in the first quarter of 2026.

Assets of Community Value

How can CYC:

- Promote adding to the local register of Assets of Community Value;
- Make it easier for residents and community groups to nominate an ACV;
- Celebrate the success stories of ACVs in our community to encourage new nominations;
- Prepare for law changes on the Community Right to Buy in securing a wider range of ACVs.

Car Parking provision across the city

Covering public, private and Park & Ride provision, Blue Badge parking, income received, usage, impact on closing Castle Car Park on the wider estate, wider aims e.g. shifting to less polluting vehicles, approach taken for busy shopping areas outside of the city-centre (e.g. Haxby, Acomb Front St), future of Res Park.

Parking Enforcement

Costs of service / Income generated - scope to improve? Can we offer services to private land owners?

Activity across entire local authority area - How many enforcement officers do we have, how many fines issued, which areas of their city are they issued in, how often are Res Park zones visited. *A view of this over the last 5 - 10 years would be helpful for identifying trends.*

Position on pavement parking

Consistency of enforcement (seen officers apply different limits to Double Yellow Lines)

Hotline performance - how many reports logged, how many of these received visits in a timely manner (or at all)

Out-of-hours drop in provision due to over-stretched Police unable to prioritise parking

Review of York's economy / economic development strategy

Stock-take of performance against current strategy and its relevance next to the Combined Authority's economic development role, as well as key personnel changes within CYC; Pros and cons of combining economic

development services with the Combined Authority

Planning and Development Services - enforcement

Operational challenges / opportunities, performance over the last 5-10 years relative to staffing numbers, numbers of (known) breaches by developers. Non-parking enforcement generally; including A-Board ban.

Tourism Levy

Officers are exploring options with the partners/hospitality sector for a Tourism Levy. Opportunities for Scrutiny engagement when/if a proposal is developed with partners/hospitality sector.

Make It York

General update on their work, successes, challenges, relationship with all of the market traders, plans for Christmas Market (with reference to Committee's previous recommendation to look at ways to "spread" it out to reduce crowding and make it more accessible).

Park & Ride

Opportunity to feed into full tender, following likely short-term tender discussed at March 2025 Scrutiny.

Review of the original Bus Service Improvement Plan (BSIP) and other Bus-related matters

- Review of how the first BSIP has gone, achievements, next steps, future asks of the Mayoral Combined Authority
- Enhanced Bus Partnership; how effective is it, is this the best model for delivering service improvements for residents?
- Bus stop improvements

York's Pay Gap

For 2026 as already had an initial report on the Gender Pay Gap – what is the city's pay gap like in relation to

ethnicity and disability? What is the Council doing to support local businesses – especially smaller ones – to improve on their gender pay gap performance?

Highway Maintenance

Adoption of the Highway Infrastructure Asset Management Plan will go through public decision making.

Agreed Task and Finish Groups

Topic	Origin	Aims and objectives	Membership
TBC	TBC	TBC	TBC

Possible Task and Finish Groups

Topic	Origin	Aims and objectives	Membership
Section 106 and CIL	Committee work planning briefing.	TBC	TBC
Planning best practice	Committee work planning briefing.	TBC	TBC
Holiday Lets	May 2025 Committee meeting.	TBC	TBC
Increasing Commercialisation of the Council	September 2025 Committee meeting.	TBC	TBC
On Street EV Charging	November 2025 Committee meeting.	TBC	TBC

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