



## Notice of a public meeting of

### Corporate Services, Climate Change and Scrutiny Management Committee

- To:** Councillors Fenton (Chair), Merrett (Vice-Chair), Ayre, B Burton, Coles, Crawshaw, Healey, Melly, Rose, Rowley, Waller, Widdowson and Whitcroft
- Date:** Monday, 9 September 2024
- Time:** 5.30 pm
- Venue:** West Offices - Station Rise, York YO1 6GA

### AGENDA

- 1. Declarations of Interest** (Pages 1 - 2)  
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.  
  
An interest must also be disclosed in the meeting when it becomes apparent to the member during the meeting.  
  
[Please see the attached sheet for further guidance for Members.]
- 2. Minutes** (Pages 3 - 6)  
To approve and sign the minutes of the meeting held on 8 July 2024.

### **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 Thursday, 5 September 2024.**

To register to speak please visit [www.york.gov.uk/AttendCouncilMeetings](http://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**

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During coronavirus, we made some changes to how we ran council meetings, including facilitating remote participation by public speakers. See our updates ([www.york.gov.uk/COVIDDemocracy](http://www.york.gov.uk/COVIDDemocracy)) for more information on meetings and decisions.

### **4. Acomb Front Street Phase 2 Update** (Pages 7 - 102)

Members will consider a report which provides an update on the Front Street phase 2 project, ahead of a final decision on design by the Executive Member for Economy and Culture on 24 September 2024. A PowerPoint presentation/verbal update will be provided at the meeting, to capture any final design updates that were not available at the time of writing the report.

### **5. Review of the Scrutiny Function** (Pages 103 - 108)

This report provides information to Members on the proposed review of the scrutiny function at City of York Council.

### **6. Work Plan** (Pages 109 - 116)

To consider the scrutiny overview work plan and the committee work plan.

## 7. Urgent Business

Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:

Jane Meller

Contact details:

- Telephone: (01904 555209)
- Email: [jane.meller@york.gov.uk](mailto:jane.meller@york.gov.uk)

For more information about any of the following please contact the Democratic Services 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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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 جا سکتی ہیں۔ (Urdu)

### 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) <b>OR</b> 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) <b>OR</b> 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

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Meeting	Corporate Services, Climate Change and Scrutiny Management Committee
Date	8 July 2024
Present	Councillors Fenton (Chair), Merrett (Vice-Chair), Ayre, B Burton, Coles (from 5:36 pm), Crawshaw, Healey, Melly, Rowley, Waller, Whitcroft, Orrell (Substitute for Cllr Widdowson) and Rose (Substitute for Cllr Nelson)
Apologies Parental Leave	Councillor Widdowson Cllr Nelson
In Attendance	Cllr Douglas, Leader
Officers Present	Claire Foale, Assistant Director, Policy and Strategy Helen Whiting, Chief Officer, HR and Support Services

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## **6. Declarations of Interest (5.32 pm)**

Members were asked to declare any disclosable pecuniary interest, or other registerable interest, they might have in respect of business on the agenda, if they have not already done so in advance on the Register of Interests.

During discussion of Item 4, the Corporate Improvement Plan, Cllr Coles noted her role as Deputy Mayor for Policing, Fire and Crime in the York and North Yorkshire Combined Authority (YNYCA).

## **7. Minutes (5.33 pm)**

Resolved: That the minutes of the last meeting held on 10 June 2024 were approved as a correct record.

## **8. Public Participation (5.34 pm)**

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

Ms Swinburn, spoke on Item 4, the Corporate Improvement Action Plan, and matters concerning the remit of the Committee. She outlined her concerns with the action plan suggesting that it should be brought to the Audit and Governance Committee. Some items for the work plan were also put forward.

## **9. Corporate Improvement Action Plan (5.38 pm)**

The Assistant Director for Policy and Strategy, presented her report and outlined the key components of the action plan. She was joined by the Chief Officer, HR and Support Services, to respond to any HR/Workforce questions.

In response to comments from the public participant, it was reported that the action plan was a list of actions and did not include the detail, the Audit and Governance committee would receive a code of governance update in September this would include the new boards, the membership of the corporate improvement board would be reconsidered and the budget setting strategy would be reported to Executive in September.

Members asked a range a questions on each of the four plan objectives, covering the clarity of deadlines, the process of workforce shadowing, the consultation of the Managing Customer Relations Policy and it's timescales, the wording of the trauma-informed detail, resident engagement in relation to the mid-term financial strategy, the financial literacy courses, the internal governance arrangements, the number of new boards, co-design partnerships plan, transformation of council services, change management, resident communications, communicating with non-digital staff, scrutiny of city partnerships, the scrutiny function, corporate working and change management.

[6.45 pm, Cllr Rowley left the meeting.]

The following was agreed for inclusion in the Corporate Improvement Action Plan:

- Ensure that actions encouraged cross-council working
- Provide regular progress updates to Executive
- Show how officers will build relationships with communities
- Show how becoming a trauma-informed council was a continuous journey
- Develop the managing customer relations policy with resident engagement
- How senior managers would be supported to learn more about financial management systems



- Refresh the council's communications channels
- Provide opportunity for scrutiny oversight of city developments
- Clarify that member induction was ongoing and informed by member feedback
- Clarify the ask of Scrutiny Chairs when reviewing scrutiny practices
- The Corporate Improvement Framework and the LGA Peer Challenge recommendations should be included as an annex to the action plan.

Resolved:

- i. That the action plan be noted.
- ii. That the actions outlined in the above bullet points be included in the Corporate Improvement Action Plan.

Reason: To ensure a robust and effective action plan.

[7.01 to 7.10 pm, the meeting adjourned for a comfort break. Cllr Orrell left the meeting at the adjournment.]

## **10. HR Policy Agreement Processes (7.10 pm)**

The Chief Officer, HR and Support Services, presented the information report on HR Policy Agreement Processes.

There were no questions from Members and it was therefore,

Resolved: That the report be noted.

Reason: To keep the committee apprised of HR processes.

## **11. York Pipeline of Proposals for the York and North Yorkshire Combined Authority (7.16 pm)**

The Assistant Director, Policy and Strategy, and the Strategic Manager, Corporate Policy and Strategy provided an update on the York Pipeline of Proposals for the Combined Authority. This had been based on the feedback received from the other scrutiny committees.

Members made a number of suggestions concerning the presentation and clarity of the wording of projects.

In response to questions relating to funding, officers reported that Pipeline of Proposals provided officers with a list of projects that had been devised to achieve member ambitions. Funding details would follow, for those projects that were in line with the mayoral priorities.

Resolved:

- i. That the Pipeline of Proposals be noted.
- ii. That the proposals be reviewed in 12 months, or earlier if required.

Reason: To ensure that there was a strong list of proposals through which to engage future funding opportunities that emerged from the YNYCA.

## **12. Work Plan (7.36 pm)**

Members considered the Scrutiny work plan for the four scrutiny committees. During the discussion, the Invest to Save fund was highlighted as a possible future topic for scrutiny; it was agreed to request further information from officers.

Resolved: That the work plan be noted.

Reason: To ensure an overview of the scrutiny work programme.

Cllr S Fenton, Chair

[The meeting started at 5.32 pm and finished at 7.40 pm].



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**Corporate Services, Climate Change and  
Scrutiny Management Committee****9 September 2024****Acomb Front Street Phase 2 Update****Summary**

1. The purpose of this report is to update Corporate Services, Climate Change and Scrutiny Management Committee on the Front Street phase 2 project, ahead of a final decision on design by the Executive Member for Economy and Culture on 24<sup>th</sup> September 2024. This covering report will be supplemented by a short PowerPoint presentation/verbal update at the Scrutiny meeting itself, to capture any final design updates that were not available at the time of writing this report.

**Background**

2. Front Street is a key shopping centre, especially for the local community, residents, and businesses. There has been long-standing desire to make improvements and boost the local economy.
3. In December 2022, City of York Council was allocated UK Shared Prosperity Funding, part of the government's Levelling Up Fund intended to reduce inequalities between communities. At this time £395,000 was allocated to phase 1 Front Street highway improvement works and completed May 2023.
4. The UKSPF spending deadlines are extremely challenging, all works must be completed by 31 March 2025 otherwise the funding could be clawed back by central government.
5. The local community challenged the bollards installed as part of phase 1 work. Subsequently the What a Load Of Bollards WALOB Campaign Group presented a petition to Full Council in July 2023, titled "Get Front St bollards removed and re-design the scheme in line with what people asked for".

6. In response to this petition and acknowledging the strength of community feeling the council engaged the original external consultants PWP Design and local urban designer, Urban Glow Design to work with the council, acting as critical friends to the design process and bringing creative expertise in developing a phase 2 scheme and longer-term ideas for Front Street.
7. In October 2023, Executive agreed that £570,000 of UK Shared Prosperity Fund monies (UKSPF) be allocated to the development and implementation of the Acomb Front Street Phase 2 Project, including further engagement with residents and businesses.
8. In February 2024, the Executive Member for Economy & Transport approved the content of a programme of open public engagement, to seek feedback on costed designs and ideas for the Phase 2 scheme.
9. Findings from the engagement exercise and the high-level principles for the Phase 2 scheme were [reported to Executive on 18 July](#). A number of decisions were taken to allow officers to make further progress on the detailed design and costings (given the tight spend deadlines) – these decisions are detailed in the Executive minutes at Annex A (see page 9, Item 18 Acomb Front Street)
10. As part of the Executive Report, it was also agreed that Scrutiny be asked to consider the project ahead of a final design decision being taken on 24 September 2024 by Executive Member for Economy and Culture. This pre-decision scrutiny programme enables greater public awareness of the proposed scheme prior to sharing with Executive Member for determination.
11. An updated presentation will be given by officers at the Scrutiny meeting to illustrate what has happened since the high-level principles were shared with the community and approved by Executive in July, particularly in relation to detailed designs and costings.

## **Consultation**

12. The phase 2 design ideas were engaged upon during March 2024. The engagement was designed to be far reaching and comprehensive in order that all sections of the community could share their opinion and provide feedback through in person public meetings/drop-in events, stakeholder meetings and online survey, plus paper-based format.

13. The community response was tremendous and generated 900 completed surveys, and more than 5,000 comments to be analysed. The project programme had to be extended to allow sufficient time to analyse the quantity of responses received, but the significant level of engagement data has better informed the Phase 2 scheme and demonstrates the Council's commitment to listening to the local community to inform the next phase of work. Learnings from previous consultations as well as comments made in the press/on social media were also considered as part of the engagement work to help shape the project approach.
14. An executive summary of Engagement Feedback accompanied the July Executive Report and is attached separately to this report as Annex 2. Engagement responses produced a range of views however broad support for the phase 2 ideas was evident and caveated that further engagement on pedestrianisation of Front Street would be required, especially with local businesses. The feedback received for each of the initial ideas that were tested through the survey and accompanying wider engagement events and meetings. Respondents were also asked to prioritise these ideas when considering the phase 2 proposals in the whole, and those community priorities shaped the Executive report in July 2024.
15. Ahead of the Executive decision in July, a Ward Member Committee was held at the Gateway Centre in Acomb (10 July 2024), which was well attended by members of the local community. A presentation was given to update the community on the engagement analysis and the next steps for the project. A copy of this presentation is attached as Annex 3. NB It was not possible to feedback to the community any earlier than this date due to restrictions relating to pre-election period.

### **Options**

16. This section is not applicable to this covering report as there are no options being presented to the Scrutiny meeting.

### **Analysis**

17. This section is not applicable to this covering report as there are no options presented.

### **Council Plan**

18. The Phase 2 regeneration scheme for Acomb Front Street will contribute directly to the delivery of the commitments in the Council Plan (2023-27) as addressed in the original report to Executive.

### **Implications**

19. There are no implications from this report as it is only a project update for Scrutiny at this stage.

### **Risk Management**

20. This is a pre decision update report to Scrutiny only, with no decisions required. A decision report will be taken to Executive Member for Economy and Culture on 24th September, which will include a full assessment of risks relating to the decisions being taken at that stage.

### **Recommendations**

21. That Corporate Services, Climate Change and Scrutiny Management Committee receives the Front Street Phase 2 update and provides any comments/feedback to the Executive Member for Economy and Culture ahead of his decision session on 24 September 2024.

### **Contact Details**

**Author:**

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**Chief Officer Responsible for the report:**

Claire Foale  
Interim Director of City Development

**Report Approved for  
Publication:**

Frances Harrison  
Head of Legal

**Date:** 28/8/24

**Specialist Implications Officer(s)** Not applicable

**Wards Affected:** Acomb, Westfield and Holgate

**For further information please contact the author of the report**

## **Background Papers:**

[Executive Meeting 21 April 2022](#): Future of Acomb Front Street – Enhancing Economic Growth for Secondary Shopping Areas

[Executive Meeting 12 October 2023](#): UK Shared Prosperity Fund

[Executive Member Decision Session 20 February 2024](#): Acomb Front Street Phase 2 – open public engagement on costed designs and ideas for the scheme

[Executive Meeting 18 July 2024](#) : Acomb Front Street – Phase 2 update

## **Annexes**

1. [Minutes from Executive 18 July 2024](#)  
[\(NB minute for Item 18, Acomb Front Street is on page 9 of this document\)](#)
2. Executive Summary Engagement Feedback July 2024
3. Presentation to Joint Ward Committee 10 July 2024

## **Abbreviations**

Not applicable

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## City of York Council

## Committee Minutes

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Meeting	Executive
Date	18 July 2024
Present	Councillors Douglas (Chair), Kilbane (Vice-Chair), Kent, Baxter, Lomas, Pavlovic, Ravilious, Steels-Walshaw and Webb
In Attendance	Councillor Fenton, Karen Bull - Managing Director City of York Trading
Officers in Attendance	<p>Debbie Mitchell – Chief Finance Officer</p> <p>Dan Moynihan - Senior Lawyer and Deputy Monitoring Officer</p> <p>James Gilchrist – Transport, Highways and Environment</p> <p>Pauline Stuchfield – Director of Housing and Communities</p> <p>Claire Foale - Assistant Director Policy and Strategy</p> <p>Julian Ridge - Sustainable Transport Manager</p> <p>Steve Wragg - Head of Highway Asset Management</p> <p>Michael Howard – Head of Highways and Transport</p> <p>Kathryn Daly – Head of City Development</p> <p>Julie Stormont-Dawber - Regeneration Project Delivery Officer</p> <p>Mike Southcombe - Environmental Protection Manager</p> <p>Andrew Gillah - Principal Air Quality Officer</p> <p>Sophie Draper - Resourcing Manager</p> <p>Michael Jones - Head of Housing Delivery and Asset Management</p> <p>Andrew Bebbington - Housing Policy Officer</p> <p>Sophie Round - Housing Delivery Programme Manager</p> <p>Nick Collins – Head of Property</p>

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**8. Declarations of Interest (16:33)**

Members were asked to declare at this point in the meeting any disclosable pecuniary interest or other registerable interest they might have in respect of business on the agenda, if they had not already done so in advance on the Register of Interests. None were declared.

**9. Exclusion of Press and Public (16:33)**

Resolved: That the press and public be excluded from the meeting during consideration of Annex A to Agenda Item 13 and Annexes G and H of Agenda Item 15 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 is 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).

**10. Minutes (16:36)**

Resolved: That the minutes of the Executive meeting held on 13 June 2024 be approved and then signed by the Chair as a correct record.

**11. Public Participation (16:36)**

It was reported that there had been 10 registrations to speak at the meeting under the Council's Public Participation Scheme and 3 written representations. However, two registered speakers had to withdraw before the start of the meeting.

Flick Williams raised concerns regarding the Local Transport Strategy's impact on disabled people. She stated that there was a lack of funding for bus accessibility and that it required more than increasing the number of accessible seats. She stated that the Council was failing on its public sector equalities duty.

Cllr B Burton voiced his support for the Local Transport Strategy and stated that it was vital the Movement and Place Plan went forward. He outlined the need to reduce car dependency and improve mass transport options.

Anthony May spoke on behalf of York Civic Trust. He welcomed the Local Transport Strategy and noted his delight to see the impact of the Civic Trust who supported its creation and provided examples of other best practice cities. He did however request that clearer targets be added to ensure the Council met its climate, health, safety, and accessibility targets.

Andy D'Agorne noted that York Green Party supported the work on the Local Transport Strategy and Movement and Place Plan. He stated that the Council needed to move at pace on implementation and asked that the public be invited to comment on the Movement and Place Plan.

Cristian Santabarbara spoke on behalf of courier cyclists GMB members. He stated that GMB wanted to work with all stakeholders to create a safe and decongested city. He outlined the decline in cycling numbers in York and the need for new safe infrastructure and spoke in favour of a cycle route through the city centre.

Cllr Rose thanked the Council for the public engagement on the use of Acomb Front Street phase two funding and spoke in favour of pedestrianisation of the space. He asked that the Council ensure consultations on transport strategies reach residents across the city.

Lynette Mills spoke on behalf of York Cycle Campaign. She noted the campaigns support for a Movement and Place Plan and stated that it needed to prioritise people over cars. She stated that the city required a north/south cycle route and a removal of problematic barriers. She spoke in favour of a 20mph speed limit and two way cycle access. She also raised concerns that the Air Quality Action Plan did not match the ambition set out in the Local Transport Strategy.

Graham Collett spoke on behalf of the York Bus Forum. He noted the forums support for the Local Transport Strategy. He welcomed the aim to improve weekend of night time bus services but noted that these would likely not be commercial for operators and instead asked that the Council explore alternative

models of provision such as franchising. He also noted his support for seeking a return of a community transport provision.

**12. Forward Plan (17:00)**

Members received and noted details of the items that were on the Forward Plan for the next two Executive meetings at the time the agenda was published.

**13. Finance & performance outturn (17:01)**

The Chief Finance Officer introduced the report. She noted that there had been improvements in the Council's finances, but that there remained a significant overspend with recurring issues within Adults and Childrens Services.

The Executive Member for Finance, Performance, Major Projects, Human Rights, Equality and Inclusion noted that the financial outturn continued to be a challenge and that Council's across the country were struggling to fund services particularly with the costs associated with complex care. She confirmed that the Executive worked with officers to set ambitious savings targets to ensure the Council maintained financial independence and protect frontline services.

Resolved:

- i. Noted the finance and performance information;
- ii. Noted the use of the contingency and earmarked reserves to fund the overspend of £3.6m;
- iii. Approved the £591k savings identified during the year and outline in paragraphs 89 to 91 of the report as part of the review of early intervention and prevention activities across the Council;
- iv. Approved the business rates write offs outlined in paragraphs 29 to 32 of the report.

Reason: To ensure expenditure is kept within the approved budget.

- v. Approved the extension to April 2026 for the letter of credit to York Museums Trust as outlined in paragraphs 24 to 26 of the report;

- vi. Approved the provision of a letter of guarantee to the York Theatre Royal, providing them with access to a maximum of £426k over the next 2 years should it be required as outlined in paragraphs 27 to 28 of the report.

Reason: To secure the financial viability and confidence in the Theatre Royal through its change programme.

#### **14. Capital Programme outturn (17:11)**

The Chief Finance Officer noted the significant level of investment currently outlined in the Capital Programme. She confirmed that some slippage on projects had meant that funds were moved into future years.

The Executive Member for Finance, Performance, Major Projects, Human Rights, Equality and Inclusion thanked officers for their work in maintaining an ambitious programme despite financial challenges and highlighted the importance of the capital programme for the city.

Resolved:

- i. Noted the 2023/24 capital outturn position of £98.377m and approved the requests for re-profiling totalling £23.054m from the 203/24 programme to future years;
- ii. Noted the adjustments to schemes increasing expenditure in 2023/24 by a net £1.708m;
- iii. Recommend to Full Council the restated 2024/25 to 2028/29 programme of £421.368m as summarised in Table 3 and detailed in Annex 1 to the report;
- iv. Agreed to a contribution of £200k from capital contingency to the York Museum Trust to fund roof works at York Castle Museum.

Reason: To enable the effective management and monitoring of the Council's capital programme

**15. Treasury Management 23/24 outturn and Prudential Indicators (17:17)**

The Executive Member for Finance, Performance, Major Projects, Human Rights, Equality and Inclusion welcomed the report into the Council's Treasury Management for 2023/24 outturn and Prudential Indicators. She also welcomed the scrutiny provided by the Council's Audit and Governance Committee.

Resolved:

- i. Noted the 2023/24 performance of treasury management activity;
- ii. Noted the Prudential Indicators outlined in Annex A and note the compliance with all indicators.

Reason: To ensure the continued effective operation and performance of the Council's Treasury Management function and ensure that all Council treasury activity is prudent, affordable and sustainable and complies with policies set.

It is a statutory duty for the Council to determine and keep under review the affordable borrowing limits. During the 2023/24 financial year, the Council has operated within the Treasury and Prudential Indicators set out in the Council's Treasury Management Strategy Statement for 2023/24.

There are no policy changes to the Treasury Management Strategy Statement 2023/24 for members to agree and approve; the details in this report update the Treasury Management position and Prudential Indicators in the light of the updated economic position and budgetary changes already approved.

**16. Local Transport Strategy (17:48)**

Officers introduced the proposed Local Transport Strategy and the introduced the summary of the Movement and Place Plan approach.

The Executive Member for Transport thanked officers for all the work undertaken in producing the strategy, as well as, thanking the York Civic trust for their support. She stated that the Local Transport Strategy and Movement and Place Plan would put people at their heart. She recognised that transport in York didn't function how residents would wish it to, therefore she acknowledged the need to deliver good quality accessible transport for all and improve the cities spaces and health. She highlighted that through this work the Council could support the city to create a more liveable city.

The Executive Member also acknowledged that the Council was on a journey in regards to accessibility, she noted that schemes where mistakes were made would be reviewed to explore improvements. She welcomed work being undertaken on implementation plans, a parking strategy, as well as, noting the effect of the loss of the dial and ride service in York. She outlined the importance of bus travel in York and the work that would be required to improve journeys across the city.

Resolved:

- i. Approved the new policy framework for Transport across the City by approving the Local Transport Strategy (Annex A). Noted the feedback in the Our Big Transport Conversation and, the support for the strategy and the identification of the areas of the city residents find most challenging, and why (Annex B).

Reason: to articulate the transport vision, objectives and outcomes of the city.

- ii. Adopted the recommendations to shape a more accessible city centre developed in consultation with the disabled community and local businesses (Annex C);
- iii. Considered and noted the Equalities Impacts of the independent recommendations made on accessibility (Annex D) and on the Local Transport Strategy (Annex G);
- iv. Noted the report, sharing best practice from other cities who have made their places more accessible (Annex E) collated by MIMA.

Reason: To ensure accessibility is considered at every step of decision making across the Council.

- v. Approved the summary of the Movement and Place Plan approach as per that detailed in (Annex F) as the basis for future transport planning in York and instruct officers to commence work on a Movement and Place Plan for York (including a bid to the Mayoral Combined Authority for funding), and a five year Implementation Plan for York's Transport – both for presentation to Executive for approval at a later date.

Reason: To co-design, with residents, businesses, community groups, elected members, and health and care partners, the Movement and Place Plan which will deliver better health, climate, access and equalities outcomes for York and to guide transport implementation in York over the next five years.

## **17. Combined Authority Key Route Network (18:07)**

The Director of Environment, Transport and Planning introduced the report, outlining the options available for proposed roads to be included within the Key Routes Network. The Council was required to submit to the York and North Yorkshire Combined Authority its recommendation for which roads would be within this network. Officers noted that roads included within the network would receive funding for improvement and maintenance from the Combined Authority, but would reduce the Council's autonomy over said roads.

The Executive Member for Transport spoke in favour of approving option 3 which would see the York Outer Ring Road and external 'A' Roads added to the Key Route Network. She suggested that this approach would leave open the option to seek additional roads added to the Key Routes Network at a later date, while maintaining authority over more of the network while the Council developed and delivered its own strategies.

Resolved:

- i. Approved Option 3's (found in the report) proposals for a Key Route Network in the City of York Council



- area ahead of submission for approval to the York and North Yorkshire Combined Authority;
- ii. Noted the linked Key Route Network being developed by North Yorkshire Council.

Reason: To support the future improvement of City of York Council's strategic highway links and local delivery of Movement and Place Plan priorities.

### **18. Acomb Front Street – Phase 2 Update (18:20)**

Officers introduced the report which provided an updated on the proposed use of phase two UK Shared Prosperity Funding for Acomb Front Street. They outlined the consultation work which had been undertaken with residents and the intention to take proposals to a relevant Council Scrutiny Committee before a final decision on the scheme was made. They noted that UK Shared Prosperity Funding was required to be spent by March 2025.

Officers also thanked the What a Load of Bollards campaign for their valued contribution to the consultation and confirmed a feasibility study would take place in the autumn for pedestrianisation as well as parking restrictions. They noted the long term ambition from the consultation for Acomb Front Street would be for a more eco-friendly space which could be a hub of activity for its users.

The Executive Member for Economy and Culture thanked officers for their work on Acomb Front Street. He outlined that the Council had sought to engage with the community to create the best possible space for all those that use Acomb Front Street and welcomed the collaboration with residents to reach the high level principles set out in the report.

Resolved:

- i. Approved the high-level principles set out for the phase 2 scheme design as detailed in Table 3, reconfirming Executive's agreement to allocate £570k of UKSPF monies to Acomb and instruct

officers to finalise project designs and costings on this basis.

Reason: In October 2023, it was agreed that an update on Phase 2 would come back to Executive for their consideration following public engagement. Phase 2 timescales are tight because delivery against UKSPF spend deadlines is extremely challenging (March 25). This progress report brings forward as much as detail possible for Executive to agree the high-level principles, thus allowing the scheme design and costings to be finalised in time for a planned start on site by the end of September 2024.

- ii. Delegated authority to approve the recommendations on the final costed scheme design be to the Executive Member for Economy & Culture, to be made at a public decision session in September 2024.

Reason: Delivery against UKSPF spend deadlines is extremely challenging (March 25). This progress report brings forward as much as detail possible for Executive to agree the high-level principles, however additional work is still required to finalise designs and costings. It is crucial the learnings and analysis generated from the quantum of engagement responses are reflected in the final designs, and thereby addresses community concerns/ future aspirations.

- iii. Given the tight spending timescales of the UKSPF funding, agree a number of practical next steps to enable officers to commence further necessary preparatory work ahead of final scheme design/costing decisions being made in September 2024, namely:
  - (a) that work be progressed on the scope, design and procurement of seating/planting, wayfinding/signage and the local 'place-making/identity' elements of Phase 2 e.g. public art/mural(s), and that alternative funding options for this work also be investigated, and to delegate authority to the Director of Housing, Economy & Regeneration (in

consultation with the Head of Procurement and the Director of Governance) to take such steps as are necessary to procure, award and enter into the resulting contracts.

Reason: Reason, to allow necessary preparatory work to progress and to reduce risks around the tight UKSPF delivery timescales for these elements of the project.

(b) approved commencement of work to enable the statutory consultation for two new Traffic Regulation Orders (TRO's) required for the proposed new disabled parking area at York Road layby and 20mph speed restriction in main shopping area of Front Street, and to delegate authority to approve the implementation of the TRO's to the Executive Member for Economy & Culture ( in consultation with the Executive Member for Transport) when considering the final scheme in September 2024.

Reason: Statutory Consultation for a Traffic Regulation Order is required to engage with local traders and businesses to identify any risks or mitigations required to the proposals. There is a 6–7- week lead time with this consultation, commencement of this work prior to consideration of final design in September avoids delay to construction programme and implementation.

(c) asked officers to commence discussions with Make it York to explore the potential for amending the licence for Acomb Front Street Market granted under the Markets Charter for York, to allow a possible future increase in the frequency of market activity in Acomb, and to delegate authority to the Executive Member for Economy & Culture to determine any recommended future amendments to the licence in this regard.

Reason: initial 3-month market trial has been successful with positive feedback received from residents, local

businesses, and traders. The artisan market enhances existing retail offering, increasing market frequency would deliver against the community's desire for more activity and potentially offer scope to involve the community in events.

The Markets Charter for York has existed since 1316. The purpose of the Charter is to ensure that the Shambles Market is the principal market for York. As such, no markets are permitted within a six and two-thirds mile of the Shambles Market unless they are on a trial basis or unless the Council agrees to a licence under the Charter. Acomb was granted its licence under the Markets Charter in 2016. Any future changes to frequency of markets in Acomb will need to be properly considered in this context and require further advice from officers within Legal Services and Licensing Services.

**19. Results of Air Quality Action Plan 4 (AQAP4) Consultation (18:39)**

Officers introduced the report detailing the results of the Air Quality Action Plan 4 Consultation and proposed actions to improve air quality.

The Executive Member for Environment and Climate Emergency thanked officers for their work. She noted that concern had been raised that not enough action was proposed on air quality and explained that the action plan would complement other strategies, such as, the Local Transport Strategy which had outcomes which would improve air quality.

Resolved:

- i. Review and noted the comments received in relation to the AQAP4 consultation (see Annex C);
- ii. Approved the amendments to the draft AQAP4 and responses made by officers in response to consultation feedback (outlined in this report and in Annex C)
- iii. Agreed to formally adopt the amended AQAP4 circulated with this report as CYC's Fourth Air

Quality Action Plan (Annex A) and submit a final version of the document to DEFRA.

Reason: Adoption of AQAP4 will allow CYC to fulfil its statutory duties required by the Local Air Quality Management (LAQM) framework under the Environment Act 1995 (as amended). It will ensure that York continues to have a robust, current and relevant Air Quality Action Plan to deliver emission reduction and health improvement benefits over the next 5-year period.

**20. City of York Trading – Creation of a New Company for the Provision of Agency Workers (18:46)**

The Council's Resourcing Manager introduced the report and confirmed that an agenda supplement had been published for the item to provide greater clarity to the recommendation. She confirmed that the proposals were similar to decisions made by the Council in relation to the Yorkshire Procurement Organisation and Veritau. She confirmed that City of York Trading provided the Council's supply of agency employees, but with a reduction in the number of agency roles at the Council, City of York Trading was expected to lose its Teckal status in January 2025.

Karen Bull Managing Director of City of York Trading highlighted that the proposals would allow the Council to continue to use City of York Trading without going out to tender and would not lose its level of control over City of York Trading with roles such as shareholder positions.

The Executive Member for Finance, Performance, Major Projects, Human Rights, Equality and Inclusion stated that the Council was a victim of its own success in reducing agency staff numbers. She stated her support for the creation of a new company to allow the Council to continue to benefit from the success of City of York Trading.

Resolved:

- i. Further to Article 12 of the Council of the City of York's Constitution, approve the formation of a new Teckal compliant company for the Introduction of

- Candidates for Direct Engagement and the Provision of Agency Workers to Council of the City of York;
- ii. Approved the novation of the Council of the City of York's current Contract dated 7th September 2023 for the Introduction of Candidates for Direct Engagement and the Provision of Agency Workers with the current Teckal company, City of York Trading Limited, to the New Company;
  - iii. Approved City of York Trading Limited making an Inter- Company Loan to the New Company of up to £500,000 to cover the initial licensing, the first month payroll and HMRC costs for the New Company, pending payment of the initial invoice under the Contract for the Introduction of Candidates for Direct Engagement and the Provision of Agency Workers by Council;
  - iv. Delegated authority to the Director of Governance to negotiate, draft and conclude with City of York Trading Limited all necessary documentation linked to the formation of the New Company including (but not limited to) the New Company's Articles of Association, Shareholder's Agreement, the Novation of the Contract dated 7th September 2023 for the Introduction of Candidates for Direct Engagement and the Provision of Agency Workers between the Council of the City of York and the City of York Trading Limited to the New Company, and the Inter-Company Loan between City of York Trading Limited and the New Company.

Reason: To ensure that the Teckal compliant New Company can deliver candidates for direct engagement and agency workers to CYC in compliance with Reg. 12(1) of the Procurement Regs (and Schedule 2, Part 1, Para 2 of the Procurement Act 2023 once this comes into force later in 2024).

To ensure that CYT can continue to support CYC, whilst enabling the expansion of Work with Schools, Work with Yorkshire, and Williams & Anthony to maximise commercial opportunities and the potential dividend to CYC.

**21. Council house acquisitions and disposals policy (17:20)**

The Head of Housing Delivery and Asset Management introduced the report. He outlined the policy proposal to sell some Council properties that were deemed too expensive or difficult to maintain or retrofit. He confirmed that these sales would allow the Council to continue improving its current housing stock and increase the number of new Council properties. The Director of Housing and Communities highlighted that the Council's previous policy was from 2022 and the new policy would provide greater transparency around when the Council disposes of a property.

The Executive Member for Housing, Planning and Safer Communities confirmed that this policy would codify Council policy. He confirmed that the policy would assist in identifying properties that were too expensive or difficult to maintain or retrofit and seek to sell those properties when the receipt could provide one or more than one for one replacements. He also confirmed that the policy would only consider the sale of empty properties and not properties currently rented out to Council tenants.

Resolved:

- i. Approved the adoption of the Housing Revenue Account Acquisitions and Disposals Policy attached at Appendix A;
- ii. Approved the delegated authorities set out in the Housing Revenue Account Acquisitions and Disposals Policy to enable the acquisition and disposal of council homes which meet the criteria set out in the policy;
- iii. Noted that updates on acquisitions and disposals will be included in future Housing Delivery Programme Executive updates.

Reason: To enable the acquisition and disposal of council homes which meet the criteria set out in the policy.

**22. Update on the Housing Delivery Programme including making strategic use of land assets (17:32)**

Officers introduced the report providing an update to the Housing Delivery Programme. They also highlighted several Council assets which were considered not suitable for affordable housing delivery. Therefore these assets were proposed to be disposed of to maximise capital receipts and therefore support other Council priorities.

The Executive Member for Housing, Planning and Safer Communities welcomed the report and welcomed the Council's work to deliver 100% affordable housing across its housing development sites.

Resolved:

Lowfield Green Plot B

- i. Agreed to dispose of the Lowfield Plot B site, by freehold transfer or grant of a long lease, to a Registered Provider for the delivery of age-appropriate affordable housing for residents aged over 55;
- ii. Delegated authority to the Director of Housing and Communities in consultation with the Executive Member for Housing, Planning and Safer Communities and Executive Member for Finance, Performance, Major Projects, Human Rights, Equality and Inclusion to agree the final weighting of the criteria for the disposal of the Lowfield Plot B site.
- iii. Approved the carrying out of a procurement process to procure a Registered Provider to deliver the Lowfield Plot B scheme and to delegate to the Director of Housing and Communities (in consultation with the Head of Procurement and the Director of Governance) the authority to take such steps as are necessary to procure, award and enter into the resulting contract(s).

Castle Mills

- iv. Noted the interest from the Registered Provider in developing the Castle Mills site for 100% affordable



housing and agree to enter a Memorandum of Understanding to grant them an exclusivity over the site for a 4-month period to allow them to undertake further feasibility work with the aim of disposing of the site for affordable housing.

#### Former Morrell House site

- v. Agreed to dispose of the site, by freehold transfer or grant of a long lease, to a Registered Provider for the delivery of 100% affordable housing schemes;
- vi. Delegated authority to the Director of Housing and Communities (in consultation the Director of Governance) to agree the terms of the disposal and enter into the resulting agreement(s).

#### Procuring an operator to provide benefits for residents of Marjorie Waite Court and the surrounding community

- vii. Approved the procurement of an operator to provide facilities (including, but not limited to, catering, communal dining, a beauty salon and a community hall) at Marjorie Waite Court under a concession contract, along with a lease, for a term of up to 10 years with break and/or extension points at reasonable intervals within that term and delegate to the Director of Housing and Communities (in consultation with the Director of Governance and the Head of Procurement or their delegated officers) the authority to take such measures as are necessary to determine the terms of the arrangements and to procure, award and enter into the resulting contract and lease.

#### Disposal of Assets Considered Surplus and not Suitable for Affordable Housing Delivery

- viii. Agreed to dispose of the freehold interest in 22 The Avenue and delegate authority to the Director of Finance (in consultation with the Director of Governance) to agree the terms of the disposal and enter into the resulting agreement;
- ix. Agreed to dispose of a 999-year leasehold interest in the 5 No 1 bed flats and communal areas serving such, at Shambles and delegated authority to the

- Director of Finance (in consultation with the Director of Governance) to agree the terms of the disposal and enter into the resulting agreement;
- x. Agreed to release the development obligations and overage provisions currently contained within the existing Development Agreement at Hungate, in respect of the site previously sold to Hungate (York) Regeneration Limited, in consideration of a capital premium as detailed in the Confidential Appendix and delegated authority to the Director of Finance (in consultation with the Director of Governance) to agree the terms of the disposal and enter into the resulting agreement.

Reason: To review the Housing Delivery Programme and approve the use of strategic land assets.

Cllr Douglas, Chair

[The meeting started at 4.31 pm and finished at 7.04 pm].

# Annex A

## Executive Summary of Front Street Engagement Feedback



Annex A presents the feedback received for **each of the initial ideas** that were tested through the survey and the accompanying wider engagement events and meetings. It concludes with a table showing **priorities** from the survey feedback when considering the Phase 2 proposals in the whole, upon which the Executive report is based.

This feedback is key to understanding the priorities for Front Street and is being used, alongside ongoing costing works, to shape the emerging design.

# Table of Contents

Overall engagement	3
Context	4
1. Enhance the high street	5
2. Accessibility	12
3. Extend the benefits beyond the high street	19
4. Longer term aspirations	25
Community Priorities	30
Demographics	32
List of abbreviations	33

# Overall engagement

From 26 February to 24 March 2024

## 3 drop-in events

- Gateway Centre, 29 February and 16 March
- Acomb Explore, 7 March

→ 233 post it notes

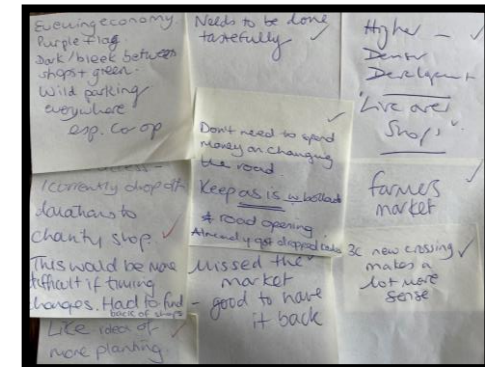
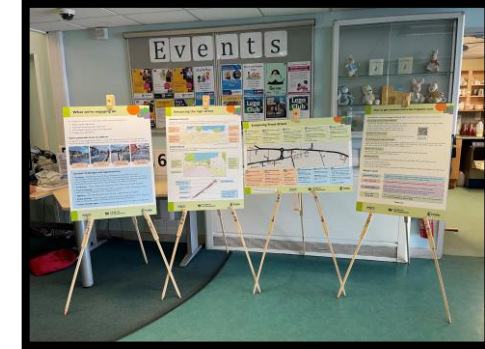
## 6 stakeholder meetings

- What A Load Of Bollards Campaign Group, 12 February
- Joint Acomb, Westfield & Holgate Ward Committee, 28 February
- Greater Acomb Community Forum, 4 March
- Acomb Alive, 18 March
- York Access Forum, 19 March
- The Place, younger people, 21 March

## 900 surveys completed

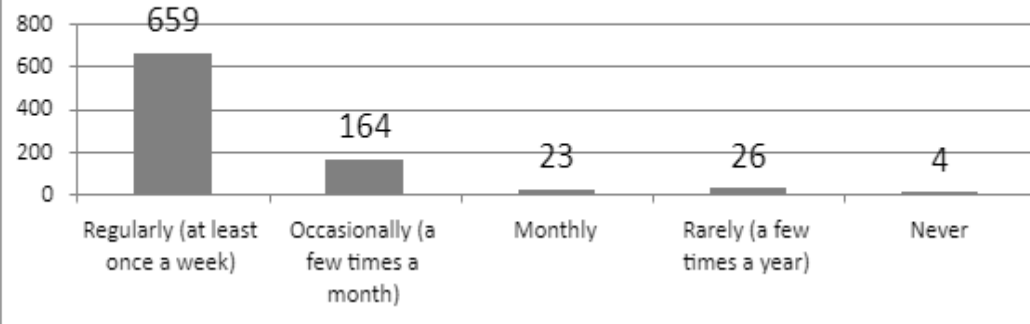
- each responding to 63 questions
- plus 5337 comments analysed

Press and social media comments were followed and noted



# Context

## 1. How often do you use Front Street?



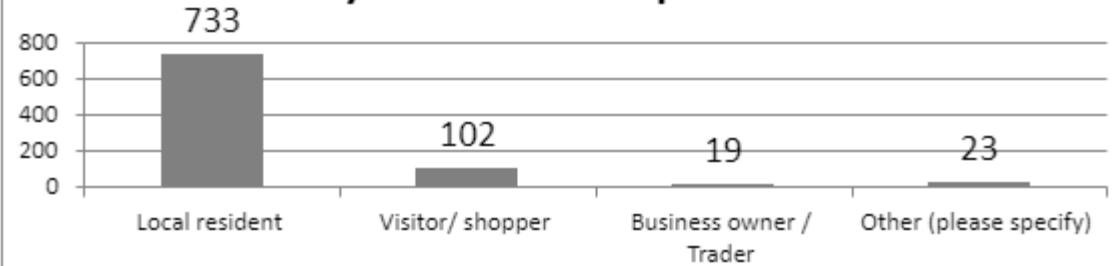
## 2. If you never use Front Street, what are the main reasons for this?

poor range of shops	9
lack of mobility	4
no parking	3
run down/ unappealing	7
cycle parking	1
ease of parking	1
shop close early	1

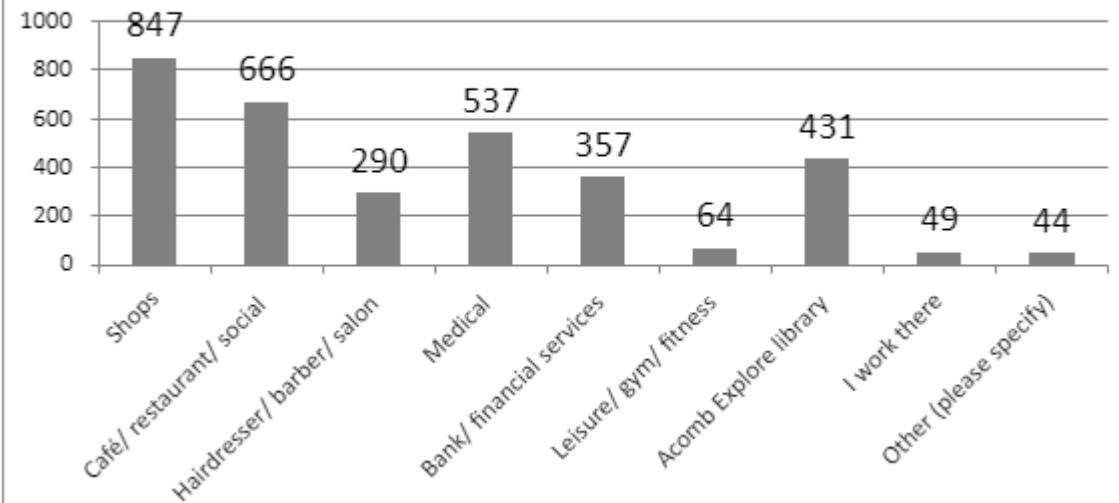
'Other' for Q3. includes those who work in Acomb

'Other' for Q5. includes mobility scooter and wheelchair taxi

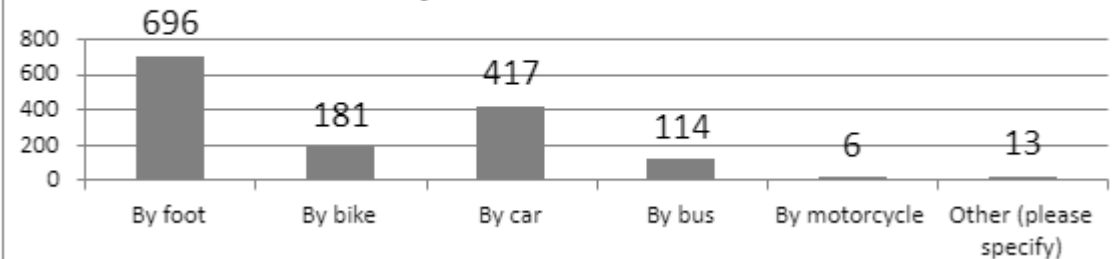
## 3. What is your relationship to Front Street?



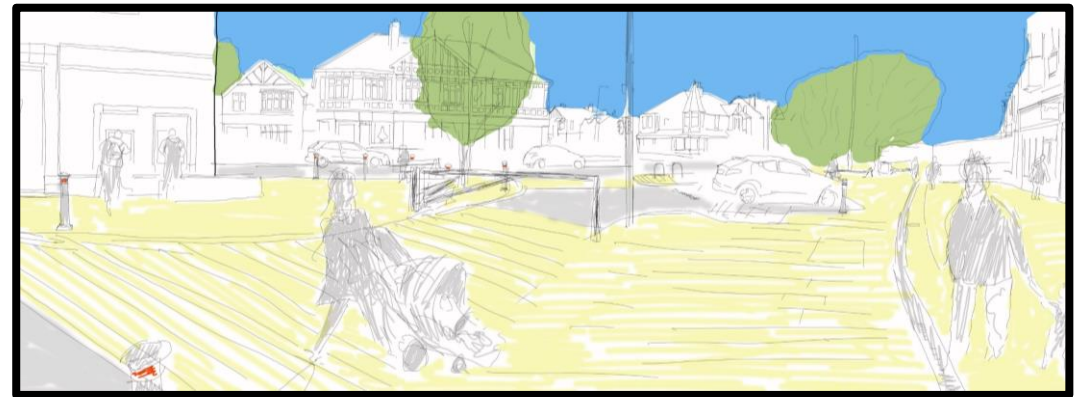
## 4. What facilities do you use?



## 5. How do you travel to Front Street?



# Enhance the high street



Welcome gateway -  
welcoming, inviting  
& sense of arrival



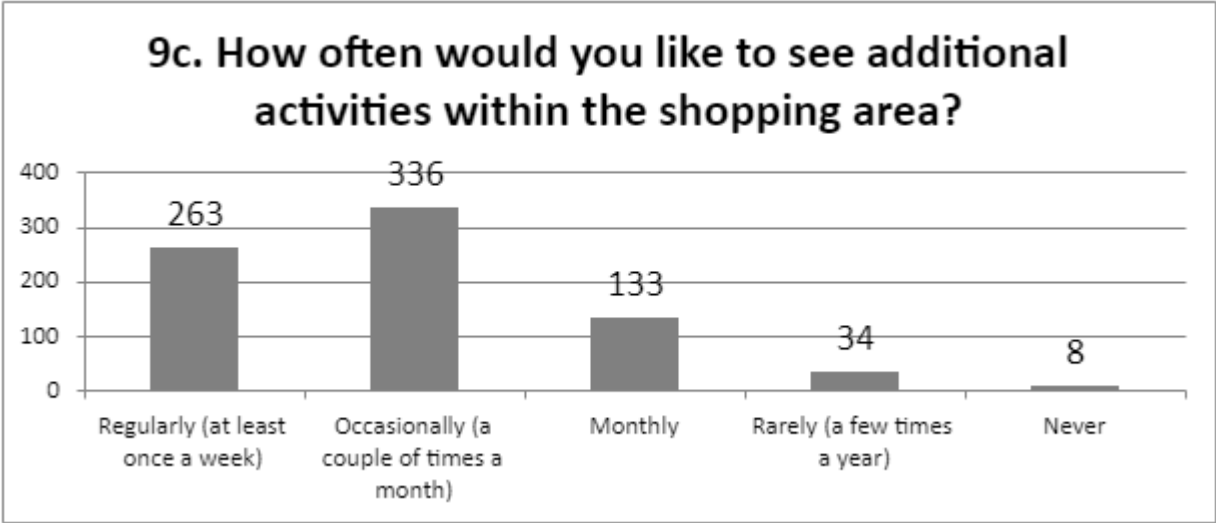
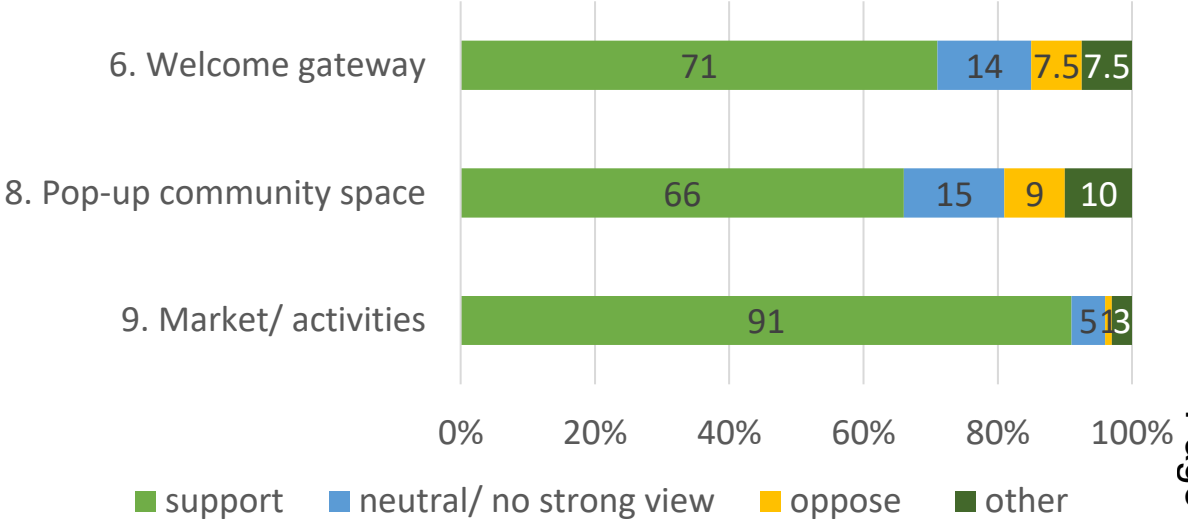
Review bollards

Pop-up community  
space, market/  
activities



# Enhance the high street

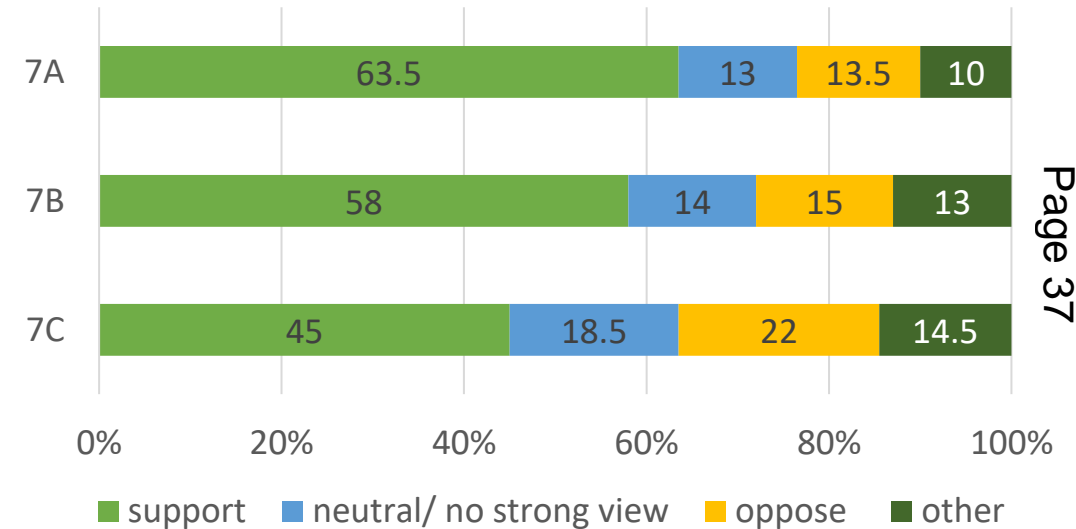
Question	Answer
6. Welcome Gateway	<b>592</b> / 71% support <b>113</b> / 14% neutral <b>63</b> / 7.5% oppose <b>63</b> / 7.5% other
7. Next page	
8. Pop-up community space	<b>522</b> / 66% support <b>116</b> / 15% neutral <b>75</b> / 9% oppose <b>79</b> / 10% other
9. Market/ activities	<b>708</b> / 91% support <b>42</b> / 5% neutral <b>7</b> / 1% oppose <b>22</b> / 3% other
9c. How often would you like to see additional activities within the shopping area?	<b>263</b> / 34% regularly (at least once a week) <b>336</b> / 43.5% occasionally (a few times a month) <b>133</b> / 17% monthly <b>34</b> / 4.5% rarely (a few times a year) <b>8</b> / 1% never





# Enhance the high street – review bollards

Question	Answer
7A. Reducing the number of bollards	<b>518</b> / 63.5% support <b>105</b> / 13% neutral <b>111</b> / 13.5% oppose <b>81</b> / 10% other
7B. We may need to retain some bollards to protect the new paving from illegal parking	<b>469</b> / 58% support <b>111</b> / 14% neutral <b>125</b> / 15% oppose <b>103</b> / 13% other
7C. Do you think removing approximately two thirds of the bollards the right balance?	<b>366</b> / 45% support <b>150</b> / 18.5% neutral <b>175</b> / 22% oppose <b>118</b> / 14.5% other



# Enhance high street – welcome gateway

Question	Comments for	Comments against/ other ideas	Impact on scheme design
<p>6. Welcome Gateway/ people friendly arrival space</p>	<ul style="list-style-type: none"> <li>• 592 respondents/ 71% significant support in principle</li> <li>• <b>More trees/ planting</b> right species, check visibility at junction, maintenance, community planting</li> <li>• <b>Accessibility</b> – less clutter, open space, entrance still prioritises space for cars/ parking before people, vehicles/ bikes/ scooters/ pedestrians sharing same space, risk vehicles reversing out of BB, flush surface for whole street, allow electric wheelchairs/ mobility scooters, even paving, more dropped kerbs</li> <li>• <b>Parking</b> – useful am/eve, more spaces ‘v’ get rid of all parking, enforce/ improve BB</li> <li>• <b>More seating</b> – accessible design, renovate existing seats</li> <li>• <b>Retain access</b> for business deliveries, lorries can’t access rear car park</li> <li>• <b>Place</b> – create a welcoming feel/ character/ focal point</li> <li>• <b>Acomb Alive</b> - Need clear path through. Support sculptural seating with backrests. Tree – check visibility at York Rd. What about the ‘welcome’ from Green Lane and Morrisons?</li> </ul>	<ul style="list-style-type: none"> <li>• <b>What A Load of Bollards</b> – £30k gateway at wrong end of the street (most approach from Acomb), avoid more street clutter. ‘Dressings’ could come later.</li> <li>• <b>York Access Forum/ Blind &amp; partially sighted</b> -prefer a welcome sign that isn’t an obstacle (on a wall or high above street). Too much clutter, need clear walking lines/ demarcation between path and shop fronts without blocks from benches/ shop overflow/ bins/ cycle parks to navigate</li> <li>• <b>Seating</b> – not near road/ too noisy, spiral bench not practical, renovate existing seats, reinstate pedestrian flow across to Halifax</li> <li>• <b>Materials</b> - mixed response to bright plant pots (tacky), prefer natural/ traditional more in keeping, quality design/ coordinated vision</li> <li>• <b>Signage</b> – mixed opinion if needed/ priority, could create more clutter, needs to be tasteful, use Greater Acomb Community Forum logo</li> <li>• <b>Cost</b> - £40k waste of money/ gimmicky</li> <li>• <b>Parking</b> – don’t reduce number of blue badge bays</li> <li>• <b>Other ideas</b> - bunting/ string lighting, local street art/ sculpture, community noticeboard, wider range of shops/ bars/ bistros, smarter shop facades, child friendly, cleaning/ bins/ recycling bins, pot holes, cameras/ lighting to deter vandalism/ ASB, encourage pavement cafes, events, coffee machine, drinking fountain, water feature, covered outdoor eating area for take away food, toilets, Oak Haven isn’t welcoming, traffic calming, easier access to York Rd bus stops, cycling (through gate/ 2-way access/ bike bypass, no need to dismount/ closer secure cycle parking/ racks)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Urban Design</b> - audit and declutter path as well as reducing bollards to improve visual impact/ placemaking</li> <li>• High quality, durable fixtures, minimal maintenance</li> <li>• More planting</li> <li>• New seating - including accessible with backs/ arms</li> <li>• Clear designated BB parking</li> <li>• 6m flush crossing (raised table)</li> <li>• Design code to unify all schemes, natural materials</li> <li>• Add ‘welcome’ features at Morrisons end too</li> </ul>

# Review bollards

Question	Comments for	Comments against/ other ideas	Impact on scheme design
7A. Reducing the <b>number</b> of bollards	<ul style="list-style-type: none"> <li>• 518 respondents/ 63.5% support</li> <li>• <b>Ugly</b> - need to make street feel like a space for people</li> <li>• Street is closed to traffic during day/ <b>not needed</b></li> <li>• There are <b>better solutions</b> e.g. planters (sustainability)</li> <li>• Bollards make parking &amp; BB bays <b>difficult to use</b>/ open car door</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Waste of money</b> to remove them</li> <li>• Bollards stop vehicles parking on path, shoppers <b>feel safer</b> (especially older people)</li> <li>• <b>Prevent damage</b> to pavement/ need for repairs/ maintenance</li> <li>• Provide a <b>visible edge</b> for partially sighted users</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Declutter</b> - maximise the number of bollards removed, each bollard retained should have specific purpose, consider how locations impact on new usage/ events</li> <li>• <b>People friendly</b> - review highway signage/ markings (remove 'ahead only' from road)</li> </ul>
7B. We may need to retain some bollards to protect the new paving from <b>illegal parking</b>	<ul style="list-style-type: none"> <li>• 469 respondents/ 58% support</li> <li>• Tackle illegal parking by clear markings/ signs with <b>enforcement</b> by traffic warden</li> <li>• <b>Pedestrianise street</b> - removing vehicles from road also removes the need for bollards</li> </ul>	<ul style="list-style-type: none"> <li>• Retain <b>vehicle access</b> outside of pedestrian hours, inc. deliveries</li> <li>• Need bollards on <b>raised tables</b> to stop people driving onto pavement</li> <li>• <b>Acomb Alive</b>: didn't want bollards but don't waste money removing them</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Balance</b> - create a more welcoming space that meets both the aesthetic &amp; safety brief</li> <li>• Use alternative street furniture to <b>soften impact</b>/ replace bollard function - seats, planters</li> </ul>
7C. Do you think removing approximately two thirds of the bollards the <b>right balance</b> ?	<ul style="list-style-type: none"> <li>• 366 respondents/ 45% support</li> <li>• <b>Open space</b> - remove as many as possible,</li> <li>• Could add character to those retained (paint Pride colours)</li> </ul>	<ul style="list-style-type: none"> <li>• 175 respondents, <b>22% opposed</b> the removal of two thirds of the bollards for reasons outlined above (high compared to other elements)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Balance</b> two opposing positions (Acomb Alive keep v WALOB remove all). Work with businesses during phase 2 towards gradual change.</li> </ul>
7D. Other	<p>Theme across all comments is that Front Street should be a <b>place for people</b> and activity above vehicles. The bollards are seen as 'invading' the space which is closed to vehicles during most of the day.</p>		<ul style="list-style-type: none"> <li>• As above</li> </ul>

# Enhance high street – pop-up/ activities

Question	Comments for	Comments against/ other ideas	Impact on scheme design
8. Pop-up community space	<ul style="list-style-type: none"> <li>• 522 respondents/ 66% support <b>activating</b> the space</li> <li>• Prefer <b>robust/ permanent features</b> to temporary (risk vandalism)</li> <li>• Support for more <b>planting</b></li> <li>• Support for <b>events</b> to bring people together</li> <li>• <b>York Access Forum – clear path</b> free of clutter, <b>accessible seating</b> (MIMA guidance)</li> <li>• Careful choice of <b>materials</b>, not bright colours,</li> <li>• <b>Ward committee</b> - Sense the potential to reclaim a human space over vehicles in the long term + opportunity to test how space could be used. Is there an ambition to test this beyond the market, to get feedback on what might be possible in the future to continue the ambition and build consensus where possible?</li> </ul>	<ul style="list-style-type: none"> <li>• Need to <b>adopt</b> private areas and repave</li> <li>• Seek <b>contribution</b> from private landowners</li> <li>• <b>What A Load of Bollards</b> – avoid more street clutter, hugely expensive trimmings distracting from the real work that needs to be done</li> <li>• <b>Acomb Alive</b> - will make the uneven paving worse, prefer new paving first.</li> <li>• <b>Acomb Alive</b> - provided tree lights in past but council damaged leads whilst pruning</li> <li>• Who would maintain and clean if on private land? No revenue budget for <b>maintenance</b></li> <li>• <b>Other ideas</b> - bins, covered area, pop up food/ drink units, allow pavement licenses</li> <li>• <b>Young people</b> want more trees/ play areas</li> </ul>	<ul style="list-style-type: none"> <li>• Explain pop-up concept in final design - test trial events (not temporary items)</li> <li>• Seek more permanent/ robust fixtures</li> <li>• Natural materials</li> <li>• Retain a clear pathway through</li> <li>• <b>Urban Design</b> - few people walk along or zig zag across the 'road' during a busy Saturday when it is closed to traffic, the character makes it feel unsafe even when gate is closed. Explore community events that look at opportunities the road space could bring to pedestrians/ community (or at least make it clear that they can walk across it when gate is closed).</li> </ul>
9. Market/ activities in the shopping area during pedestrian hours	<ul style="list-style-type: none"> <li>• 708 respondents/ 91% - significant support for <b>activities in principle</b></li> <li>• <b>Opportunities</b> - open space offers opportunity for creativity, events sponsored/ run by local businesses, better use of existing space - cafes, advertise, link to city centre festivals</li> <li>• <b>Volunteer group to coordinate/ supervise</b> - events list, seek funding, community garden/ allotment group look after planters</li> <li>• <b>Ward Committee</b> - include event infrastructure</li> <li>• <b>Frequency</b> - support for additional activities more often than the monthly market trail (Q9c: 336 (43%) a couple of times a month, 263 (34%) at least once a week)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Caution</b> – consider parking for traders and shoppers, don't compete with local shops, limit usage (not every week), police support, cost of permit, learn lessons from Parliament Street events, Market is constrained by current adopted area</li> <li>• <b>Other ideas</b> – need better variety of shops, more greenery, more bins, free toilets, bunting to create vibrant space, loss of bank, impact on local parking, should close road/ empty street of clutter/ have space to open any time - like late evening shopping!</li> </ul>	<p>Phase 2</p> <ul style="list-style-type: none"> <li>• Audit and reduce street clutter</li> <li>• Incorporate infrastructure to enable future events - electric point near central space</li> </ul> <p>Longer term</p> <ul style="list-style-type: none"> <li>• Ambition for programme of community events, potential to work with community group/ Community Development Officers</li> <li>• Explore annual Temporary Traffic Regulation Order (TTRO) to make running regular events during pedestrian hours easier</li> </ul>

# Ideas for activities/ events

Feedback merged from Q8b and Q9b of survey, engagement drop-ins and meetings:

- **Community event** - street party/ community BBQ, community fund to run events, local fair/ festival like Fossgate, close road routinely to allow community to activate the space, annual 'big community lunch' (Eden Project initiative), big screen for sport/ film, community stalls (police, Cllr's, info, youth groups people, fund raising, citizens advice, RSPCA, community group recruitment drive), gala with floats, York Cares volunteering events, intergenerational event, pop-up refugee kitchen, outdoor table tennis/ fitness classes, flower show, seed/ plant shares, show & tell, dog show
- **Arts** - live music/ street buskers/ entertainers, create atmosphere, York Wellbeing/ Lucy's Pop Choir, York Lindy swing dancing group, drumming, circus skills, dance, martial arts, music, fitness, choir, talent show, library events/ theatre/ storytelling, cooking demos, open studios, makers markets, design/ create street art, exhibitions, education demos
- **Markets** – food market, affordable/ quality, farmers market, regular fruit/ veg market, craft/ antiques/ flea, great to see market back, pop-up food trucks/ markets, German market/ beer festival linked with twin towns, evening markets, book sellers, eco market, art/ craft, Christmas market
- **Childrens activities** - pavement chalk, play equipment, ice cream stall, games, petting farm, child/ teen friendly
- **Seasonal events** - summer, harvest festival, Halloween, easter egg hunt, Acomb Churches Together advent, Christmas
- **Other** - water fountains, ghost ornament hunt, bring and buy sale, classic car show, tractor run, car boot sale, repair shop, litter picking, treasure hunt, make biggest Yorkshire pud!

## Groups who expressed interest in running/ joining events:

- **Greater Acomb Community Forum** - ideas for events
- Methodist Church **ActNow!** Group, sustainability fair during York Environment Festival September 2024
- **New Visuality** Charity, incorporate art from young/ elderly residents primarily from the west of York
- **Acomb history group/ York's Hidden History walks** loads of amazing secrets to share, Acomb Through History project
- **Acomb Community Clothes Swop**
- **Guide Dogs\***
- Floristry workshop/ design planters\*

\* no contact details given

# Accessibility

Raised tables –  
wide flush level  
crossings



Blue badge  
parking

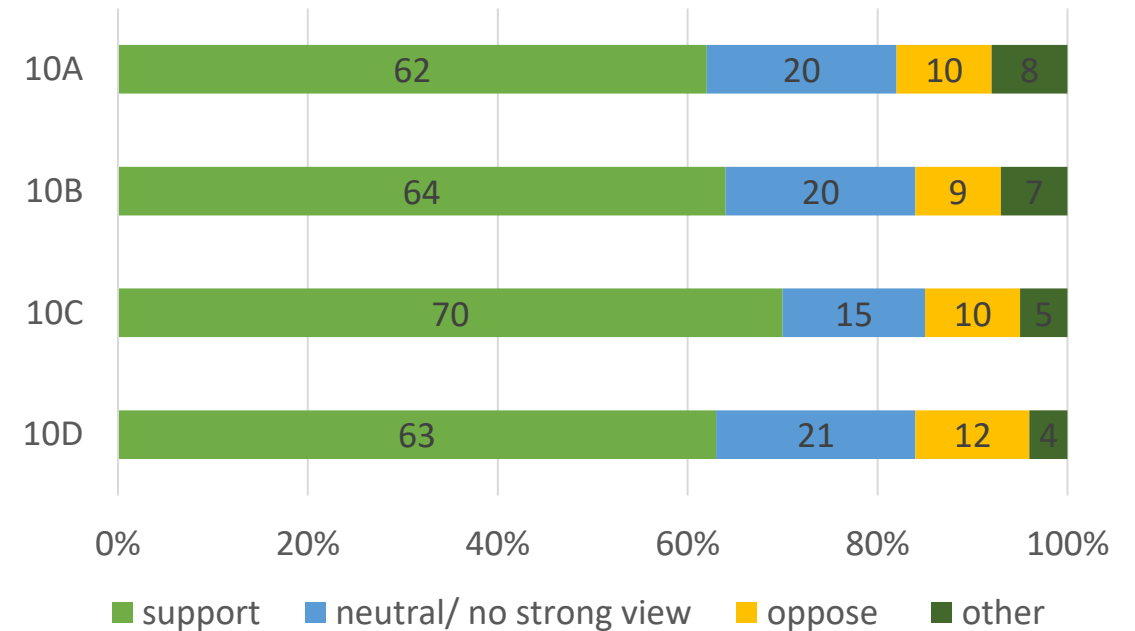


Cross Street  
toilets



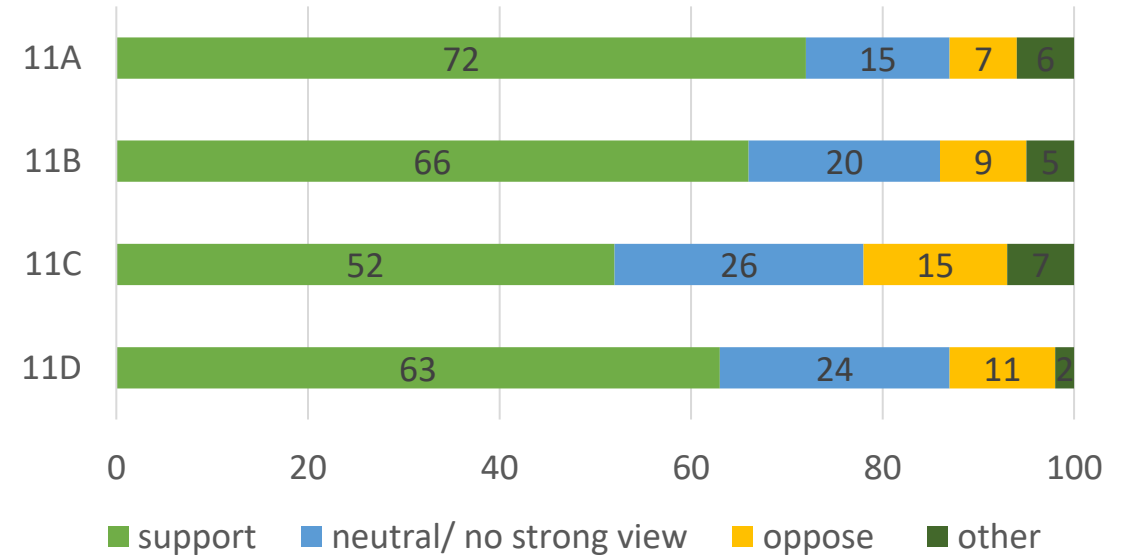
# Accessibility – raised table/ level crossings

Question	Answer
10A. More level crossing space	<b>462</b> / 62% support <b>148</b> / 20% neutral <b>72</b> / 10% oppose <b>63</b> / 8% other
10B. Raised table A at welcome gateway	<b>480</b> / 64% support <b>153</b> / 20% neutral <b>64</b> / 9% oppose <b>50</b> / 7% other
10C. Raised table B new central space	<b>518</b> / 70% support <b>114</b> / 15% neutral <b>72</b> / 10% oppose <b>40</b> / 5% other
10D. Raised table C near Gateway Centre	<b>469</b> / 63% support <b>157</b> / 21% neutral <b>89</b> / 12% oppose <b>31</b> / 4% other



# Accessibility – blue badge parking

Question	Answer All 900 respondents	Answer 108 BB holders
11A. Better blue badge car parking	<b>532/ 72%</b> support <b>111/ 15%</b> neutral <b>50/ 7%</b> oppose <b>44/ 6%</b> other	<b>79/ 73%</b> supported <b>4/ 11%</b> neutral <b>12/ 13%</b> opposed <b>13/ 12%</b> other
11B. 2 blue badge near Halifax bank	<b>485/ 66%</b> support <b>147/ 20%</b> neutral <b>64/ 9%</b> oppose <b>37/ 5%</b> other	<b>75/ 71%</b> supported <b>7/ 7%</b> neutral <b>16/ 15%</b> opposed <b>8/ 7%</b> other <b>2</b> skipped question
11C. 1 blue badge at School Street	<b>381/ 52%</b> support <b>193/ 26%</b> neutral <b>112/ 15%</b> oppose <b>51/ 7%</b> other	<b>52/ 48%</b> supported <b>14/ 13%</b> neutral <b>29/ 27%</b> opposed <b>13/ 12%</b> other
11D. 1+2 blue badge at Cross Street	<b>465/ 63%</b> support <b>178/ 24%</b> neutral <b>81/ 11%</b> oppose <b>11/ 2%</b> other	<b>71/ 66%</b> supported <b>15/ 14%</b> neutral <b>20/ 19%</b> opposed <b>1/ 1%</b> other <b>1</b> skipped





# Raised table/ level crossings

Question	Comments for	Comments against/ other ideas	Impact on scheme design
10A. More level crossing space	<ul style="list-style-type: none"> <li>462 respondents/ 62% support</li> <li><b>More accessible</b> for elderly &amp; wheelchair/ pushchair users, provide better access to business'</li> <li>'wheel friendly' shopping st. is desperately needed.</li> <li>Partially sighted - need <b>different colour</b> pavement/ road, and kerbs for detection</li> <li><b>Improve pedestrian character</b>, reduces vehicle dominance of road</li> <li><b>PWP /UGD</b> - define welcome &amp; central space to create start point to develop future ideas/ phases</li> <li>Traffic calming is good</li> <li>Ok to cycle over</li> </ul>	<ul style="list-style-type: none"> <li><b>WALOB</b> – want <b>full level street</b>, no kerbs, no cars, space for creativity/ events to happen</li> <li>More crossings implies continued car dominance, <b>re-surface road/</b> change look to create a more 'pedestrian' space - would make a big difference</li> <li><b>AA</b> - £150k ridiculous <b>cost/ waste of money</b></li> <li>Existing dropped kerbs sufficient</li> <li><b>Tactiles</b> are hell for wheelchair users</li> <li>Vehicles will abuse &amp; access pavement/ <b>illegal parking</b></li> </ul>	<ul style="list-style-type: none"> <li>Review if C is required</li> <li>How does any work now impact on future schemes – avoid any abortive work</li> <li>Need sketches to show what this would look like</li> <li>Trial wheelchair strips over tactiles</li> </ul>
10B. Raised table A at welcome gateway	<ul style="list-style-type: none"> <li>480 respondents/ 64% support</li> <li>Support as <b>intermediary step</b> (pedestrianisation)</li> <li>Could extend to York Road/ edge of welcome area, making it clear to incoming traffic that they are the guests in an area for humans.</li> </ul>	<ul style="list-style-type: none"> <li><b>Not needed</b> - existing crossing is wide enough</li> <li>Would this <b>reduce parking space</b> within shopping area when street is open?</li> <li><b>AA</b> - central table B is beneficial but leave A&amp;C, don't need multiple crossings on short stretch of street</li> </ul>	<ul style="list-style-type: none"> <li>Consider how to reduce risk of vehicles using tables to park illegally.</li> <li>Maximise people friendly design.</li> </ul>
10C. Raised table B new central space	<ul style="list-style-type: none"> <li>Received <b>most support</b> 518 respondents/ 70%</li> <li>Much <b>better</b> for elderly/ less mobile/ pushchairs</li> <li>Should be as <b>wide</b> as possible</li> <li>Could central space host a marquee/ <b>events</b>?</li> </ul>	<ul style="list-style-type: none"> <li>Would these <b>obstruct</b> or limit market stalls?</li> </ul>	<ul style="list-style-type: none"> <li>Maximise impact – 7.5m flush crossing (raised table), 20mph speed limit, event infrastructure</li> </ul>
10D. Raised table C near Gateway Centre	<ul style="list-style-type: none"> <li>469 respondents/ 63% support</li> <li><b>WALOB</b> – an alternative gateway location?</li> <li>Raised table C could go across Green Lane to better link the two ends of Front Street</li> </ul>	<ul style="list-style-type: none"> <li>A&amp;C seem like <b>unnecessary expense</b> for the aesthetic impact. Replace road surface to be more in keeping with paved areas/ look less like road.</li> <li><b>Not needed</b> - nothing wrong with current crossing</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity to address second (west) welcome gateway as most pedestrians arrive here</li> </ul>
10E. Other comments	<ul style="list-style-type: none"> <li><b>Long Term Plan</b> great step towards pedestrianised road in future providing it wouldn't need to be undone to achieve long term vision.</li> </ul>	<ul style="list-style-type: none"> <li>Retain access for <b>deliveries</b></li> </ul>	<ul style="list-style-type: none"> <li>Part of long term plan, cost to infill rest road?</li> <li>Maintain delivery access</li> </ul>

# Blue badge parking

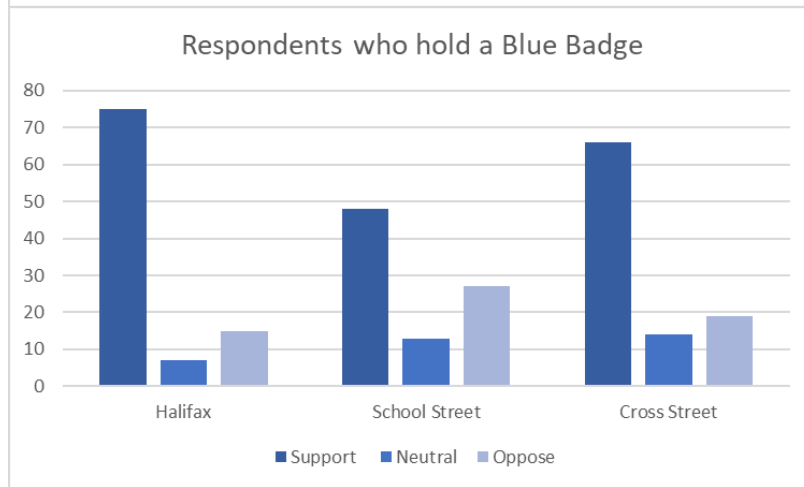
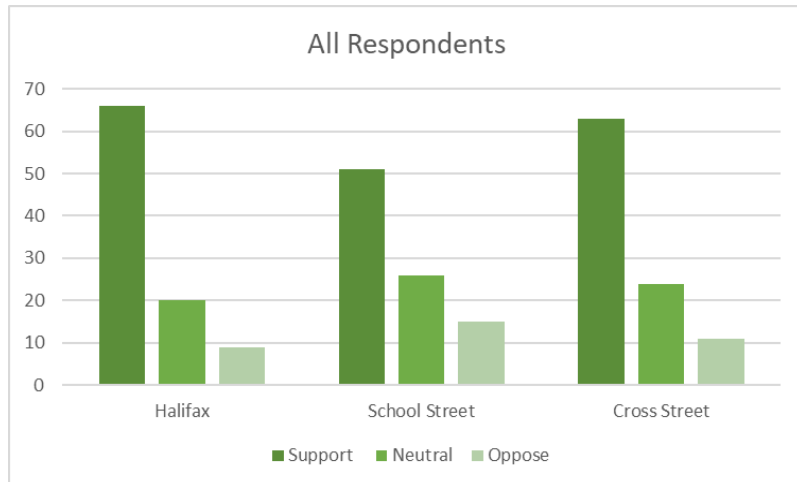
Question	Comments for	Comments against/ other ideas	Impact on scheme design
11A. Better blue badge car parking	<ul style="list-style-type: none"> <li>532 respondents/ 72% support compliant spaces – currently not fit for purpose, help mitigate misuse</li> <li><b>Numbers</b> - in principle 7 spaces to 6 is ok.</li> <li><b>Create more BB in wider area</b> - Post Office, Dominos, bay on York Road to double yellow, Farm Foods, Gateway Centre, Beech Grove, Green Ln</li> <li><b>York Access Forum</b> - Could BB access through barrier like city centre to park in shopping area &amp; free up current BB bays for drop-off/ pick-up by day</li> <li><b>York Access Forum</b> - prefer 'Blue Badge' rather than 'Disabled' markings/ label</li> </ul>	<ul style="list-style-type: none"> <li><b>Enforcement needed at all 3 locations</b> - misused</li> <li><b>Acomb Alive</b> - agree to marking up but prefer more parking/ drop-off space for people to come shop/eat</li> <li><b>What A Load of Bollards</b> - £110k on parking areas</li> <li><b>Cost</b> – 1/3 budget, use highways budget</li> <li><b>Don't reduce total numbers</b> – not enough BB spaces, population getting older, need more</li> <li><b>Yellow markings</b> – will feel like area for vehicles</li> <li><b>Not to detriment of cycles and pedestrians</b></li> <li><b>Design ideas:</b> A) Not all disabilities need extra width parking - mixture, B) add time limit, C) drop-off space</li> </ul>	<ul style="list-style-type: none"> <li>Explore better enforcement</li> <li><b>Urban design</b> - value engineer designs or phase delivery?</li> <li>Check holistic approach/ wider BB parking provision</li> <li>Check TRO language, prefer 'Blue Badge' rather 'Disabled' if markings required</li> </ul>
11B. Two blue badge near Halifax bank	<ul style="list-style-type: none"> <li>485 respondents/ 66% support compliant bays</li> <li><b>York Access Forum</b> - 2 marked bays better than 3 unmarked so people can get out of vehicle. Removes anxiety about whether you will be able to get back in car if someone had parked too close</li> </ul>	<ul style="list-style-type: none"> <li><b>Keep 3 spaces</b> – number more important than width</li> <li><b>'Gateway'</b> with parking will be unwelcoming</li> <li><b>Dangerous</b> - people reverse onto main road</li> <li><b>Design ideas</b> - extend raised table into BB bays to negate need for dropped curbs</li> </ul>	<ul style="list-style-type: none"> <li>Deliver 2 accessible BB spaces</li> </ul>
11C. One blue badge at School Street	<ul style="list-style-type: none"> <li>381 respondents/ 52% support - too small now</li> <li><b>Review all parking at Post Office/ School Street</b> – street is a signed cycle route but sometimes inaccessible because of parking chaos. Reduction to 1 bay could unlock a new safer cycling connection avoiding main road</li> </ul>	<ul style="list-style-type: none"> <li><b>Keep 2 spaces</b> - 2 bays better than 1</li> <li><b>Design ideas</b> - Could School Street BB parking be one with full hatched area and one less compliant onto pavement – therefore still 2 spaces? (Hospital blue badge bays are only hatched at one side)</li> </ul>	<ul style="list-style-type: none"> <li>Deliver 1 accessible BB space which in turn facilitates easier cycle access than currently experienced</li> <li>Longer term review of all parking on School Street</li> </ul>
11D. Three blue badge at Cross Street	<ul style="list-style-type: none"> <li>465 respondents/ 63% support</li> <li><b>York Access Forum</b> - in-line parking is reasonable depending on level of users need</li> <li><b>York Access Forum</b> - disabled people will be using the shared cycle/ pedestrian route to access toilets and 2 new BB spaces. Can signage mark pedestrian priority over cyclists?</li> </ul>	<ul style="list-style-type: none"> <li><b>Keep 2 spaces at top</b> - Just repaint them</li> <li><b>Oppose shared pedestrian/ cycle route</b> - feels unsafe, cyclists should dismount and walk</li> <li><b>Acomb Alive</b> - concern that new BB bays and extended pavement will limit direction large lorries can enter the layby (Acorn Meats)</li> </ul>	<ul style="list-style-type: none"> <li>Deliver 3 accessible BB spaces</li> <li>Road Safety Audit and tracking on proposed 2 new BB spaces</li> <li>Check signage to accompany the new shared pedestrian cycle route “shared with care”</li> </ul>

# 11e. Do you, or anyone in your household have a blue badge parking permit?

Answer Choices	Responses	
Yes	14.69%	108
No	81.50%	599
Prefer not to say	3.81%	28
	<b>Answered</b>	<b>735</b>
	<b>Skipped</b>	<b>175</b>

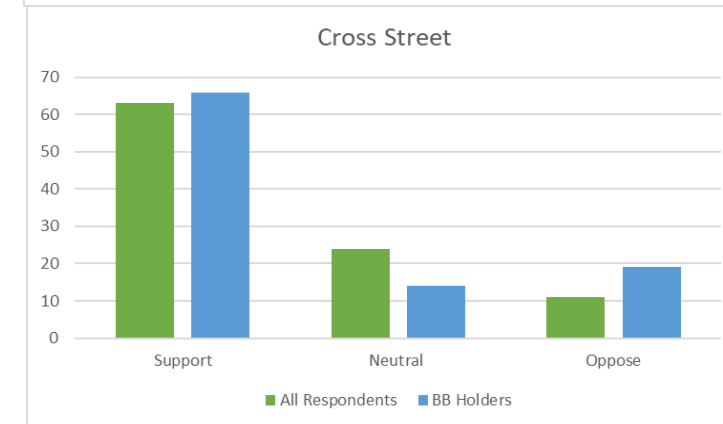
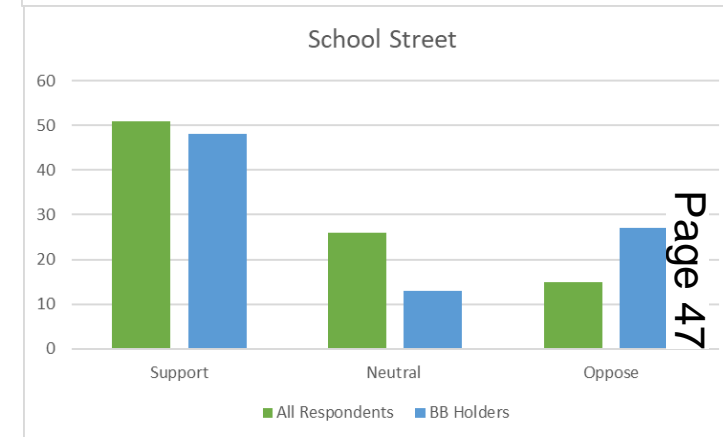
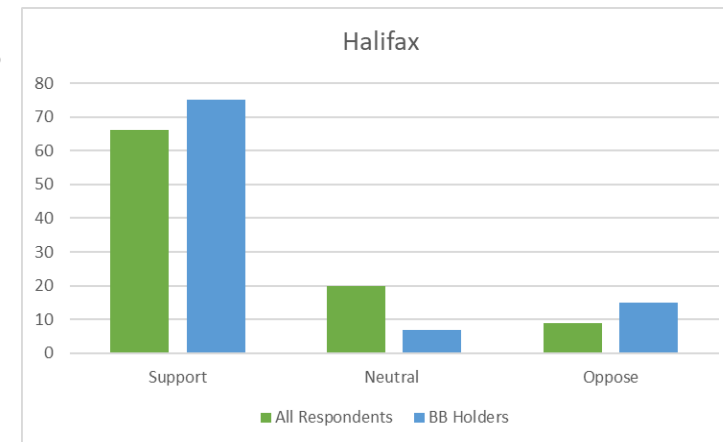
**108 (15%) of respondents are blue badge holders.**

These charts compare responses to proposals at the 3 locations from **all users** and from **BB holders** (%).

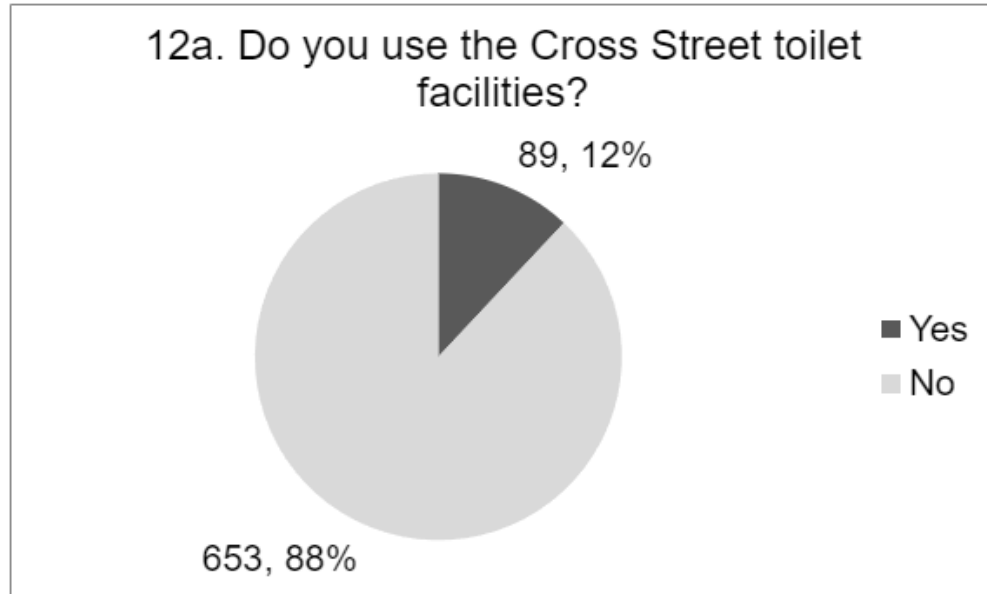


They show:

- Majority support for changes at all locations, from both 'all respondents' and 'BB holders'
- BB holders gave less neutral responses compared to all respondents at all three locations
- Higher levels of opposition to changes from BB holders compared to 'all respondents' at all three locations
- The highest level of support (and lowest levels of opposition) was for changes to the spaces at Halifax from both 'all respondents' and 'BB holders'
- The highest levels of opposition was for changes to the spaces at School Street from both 'all respondents' and 'BB holders', with 27% of BB holders opposing the changes.



# Accessibility – Cross Street toilets



**Only 89 (12%) respondents do use the Cross Street toilet facilities, whilst 653 (88%) do not use them.**

**Groups:**

- **Acomb Alive** - Use £40k to employ parking staff – better still a high street caretaker to clean area, toilets, issue parking tickets, open the gate to BB users like city centre! Is there a plan to improve external lighting in the area/ on the building?
- **York Access Forum** – will there be a right hand and left hand toilet so users have a choice to alight from wheelchair left or right?
- **What A Load of Bollards** - £42,000 worth of posh toilets – though these are available in the library, Gateway Centre, Morrisons and all the Front Street cafes
- **The Place, young people** - Do you know where the toilets are? - Morrisons or library x 3, No x 2

**12b. If not, is there a particular reason why not?**

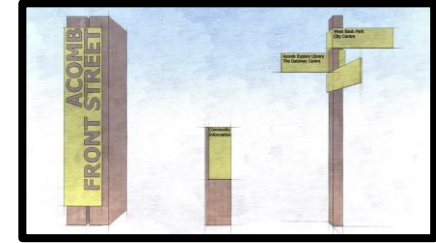
Poor condition deters use/ slow to repair	201
Live locally & go home	104
Lack of awareness	96
Prefer to use toilet at home/ Morrisons / café	51
Don't feel safe	37
Other	31
Support upgrade	14
Don't like unisex toilets	6

**Impact on scheme design:**

- Upgrade tired and damaged toilet block
- Provide two accessible toilets, review design (left and right hand) prior to work commencing summer 2024
- Safety - increase footfall/ surveillance around toilets - bus stops, lighting
- More signage to toilets

# Extend the benefits beyond the high street

Wayfinding &  
Identity



Public Art

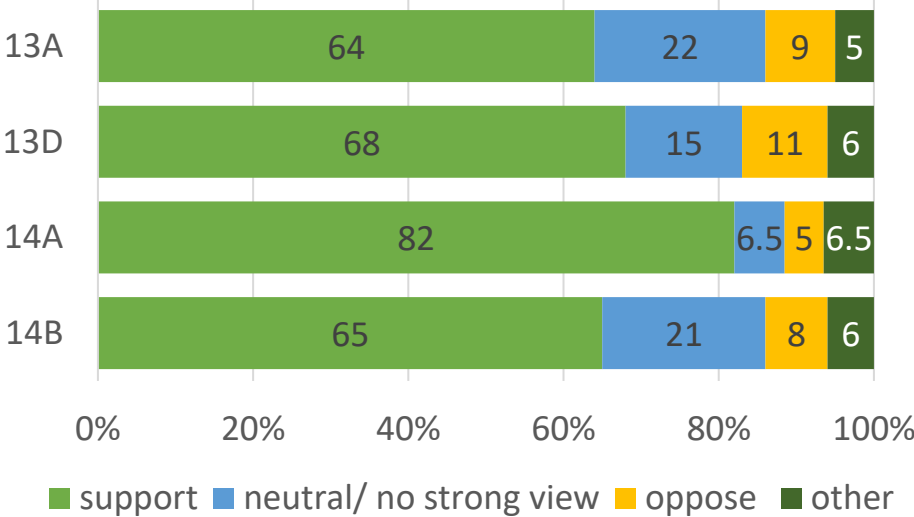


New crossing &  
Working Men's  
Club seating



# Extend the benefits beyond the high street

Question	Answer
13A. Wayfinding signage	<b>467</b> / 64% support <b>162</b> / 22% neutral <b>65</b> / 9% oppose <b>37</b> / 5% other
13D. Public art, mural or trail	<b>503</b> / 68% support <b>115</b> / 15% neutral <b>78</b> / 11% oppose <b>41</b> / 6% other
14A. New crossing near Morrisons	<b>590</b> / 82% support <b>47</b> / 6.5% neutral <b>38</b> / 5% oppose <b>47</b> / 6.5% other
14B. Working Men’s Club seating	<b>470</b> / 65% support <b>153</b> / 21% neutral <b>57</b> / 8% oppose <b>42</b> / 6% other



# Extend the benefits beyond the high street

Question	Comments for	Comments against/ other ideas	Impact on scheme design
13A. Wayfinding signage	<ul style="list-style-type: none"> <li>467 respondents/ 64% support for wayfinding in principle from</li> <li><b>Materials/ design</b> should be in keeping with the village (oak)</li> <li><b>York Access Forum</b> – signage must have contrasts (not blue on white), large font, and be at a level where wheelchair users can read it</li> <li>Help to <b>link</b> shopping area &amp; old village/ wider area</li> <li><b>Noticeboard</b> of “What’s on in Acomb”</li> </ul>	<ul style="list-style-type: none"> <li>65 (9%) of respondents <b>opposed</b> the idea</li> <li><b>Unnecessary</b> - locals know where things are/ use smart phone, more street clutter</li> <li><b>Cost</b> - £40k too expensive, not a priority, concerned about maintenance</li> <li>Some disliked ‘welcome to front street’ <b>totem</b></li> <li><b>Ward Committee</b> - do we need wayfinding?</li> <li><b>Design</b> - need to be able to add more in future</li> </ul>	<ul style="list-style-type: none"> <li>New signage, two new entrance totems, wayfinding signage to connect local amenities to inform shoppers and visitors</li> </ul>
13C. Identity	<ul style="list-style-type: none"> <li><b>Greater Acomb Community Forum</b> - great to see wayfinding/ identity in ideas, invite to use their logo</li> <li>Phase 2 elements need <b>cohesion</b>/ design code/ colour palette</li> <li><b>Unify whole area</b>/ reduce the split between old and new Front Street, great to promote Acomb as a whole</li> <li>Reflect village history &amp; mixed demographic/ ages</li> </ul>	<ul style="list-style-type: none"> <li><b>Other ideas</b> - bunting/ flags, lighting, awnings above shops, map of key shops/ points of interest (like 5th quarter), info boards, social media campaign #thisacomb</li> </ul>	<ul style="list-style-type: none"> <li>Design code &amp; identity to unify colours, materials, font etc</li> <li>Discuss Greater Acomb Community Forum identity design proposal</li> </ul>
13D. Public art, mural or trail	<ul style="list-style-type: none"> <li>503 respondents/ 68% support public art in principle</li> <li><b>Design</b> – quality, not graffiti, sympathetic to built heritage/ village, classy, subtle, tasteful/ not garish or too modern, bright, fun/ inviting, murals lift the spirit</li> <li><b>Trail</b> – art trail, refresh West Bank Park tree trail, new trail for Fishponds Wood, shopping area/ Green/ church (like Cats trail)</li> <li><b>Local community</b> – use local artists, schools, promote civic pride/ ownership, local history group/ conservation area, local content/ views, competition/ survey</li> <li><b>Budget</b> – more budget/ ambition (£100,000), use professionals/ be transformative, impact to cost ratio hugely underestimated</li> <li><b>Street furniture</b> - painted utility boxes great, paint bollards too!</li> <li><b>Ward committee</b> – more focus on art/ greenery/ sustainability</li> <li><b>The Place</b> - 4 out of the 5 <b>young people</b> interviewed would like to see a mural or art trail</li> <li><b>Signage</b> can be delivered through murals</li> </ul>	<ul style="list-style-type: none"> <li><b>What A Load Of Bollards</b> - We want market, artists, pavement cafes and planters, but they can come later. Give us the space and the community creativity will follow.</li> <li><b>Cost</b> – not needed/ priority</li> <li><b>Oppose</b> - conservation area not a theme park</li> <li><b>Graffiti &amp; ASB</b> – some, including Acomb Alive, oppose due to risk of vandalism (anti-graffiti paint/ high walls), long term <b>maintenance</b></li> <li><b>Other ideas</b> - living wall, sculpture, yarn bomb, link with Open Studios, clear purpose or theme (link to social/ environmental initiative), local history/ landscape/ nature (like 'millers plaque' in snicket to Windmill), use areas above shops, historic timeline/ images of old Acomb, oak, mosaics more robust (Saltburn railway station)</li> </ul>	<p>Phase 2</p> <ul style="list-style-type: none"> <li>Develop a scope and procure specialist to deliver mural(s) involve local schools and community for ideas. Explore potential for alternative funding as UKSPF timescales are very tight to deliver this element of the work.</li> </ul> <p>Longer Term</p> <ul style="list-style-type: none"> <li>Consider further options for public art in Acomb</li> </ul>

# Wayfinding

Suggested destinations/ amenities for signposts:

- **Amenities** – Library, toilets, Post Office
- **Open spaces** - Acomb Green, Hob Moor, York Community Woodland, Bachelor Hill, ply areas, Methodist Hall garden, allotments, Fishponds Wood, Severus Hill, West Bank Park, racecourse
- **Attractions** - Windmill, Cold War Bunker
- **Sport facilities** - swimming pool/ leisure centre/ sports clubs
- **Medical facilities** - doctors, defibrillator, dentist, pharmacy, health centre
- **Travel facilities** - parking, disabled parking, bus info, e-scooters/ bikes, cycle routes, walking routes/ distances/ times
- **Community facilities** - community halls/ churches, food bank, Childrens Centre, Acomb Garth, police station, schools
- **Businesses** map/ noticeboard
- **History trail** - commonwealth graves, war memorial, conservation area
- **City centre**

# Identity

13c. Is there anything that stands out to you as being special about Acomb that is part of its identity - it's unique selling point?

Community and People 85

Local businesses and independent shops 78

Other 58

Local environment history and open space 56

Everything nearby 38

The Village 28

Traffic free by day

**Greater Acomb Community Forum: identity and wayfinding ideas**

The forum have designed and shared a Greater Acomb brand identity (logos, icon typeface, etc.) that could be used in wayfinding and other elements of the Front Street work so that Acomb is under one unified community-led identity.

The Greater Acomb brand identity is diverse, depicting a heart-shaped acorn and oak leaf, representing Acomb's heritage, diversity, and community love.



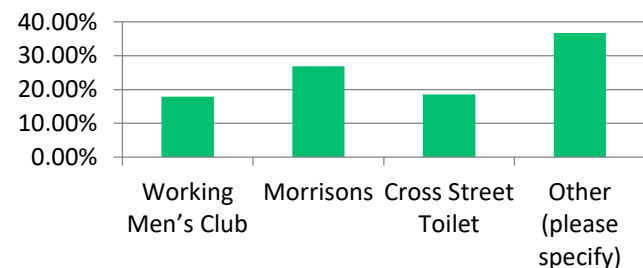


# Public art

**13e. Based on initial discussions, the Working Men’s Club, Morrisons and Cross Street Toilet sites are willing to consider a wall mural on their buildings in principle. Do you support any of these locations, or do you have any other location suggestions for a mural on Front Street, subject to landowner consent? (Tick all that apply)**

Answer Choices	Responses	
Working Men’s Club	17.89%	110
Morrisons	26.83%	165
Cross Street Toilet	18.54%	114
Other (please specify)	36.75%	226
	<b>Answered</b>	<b>615</b>
	<b>Skipped</b>	<b>295</b>

**The results suggest no outright preferred location. An online survey glitch prevented respondents from ticking more than one answer, however people made the following additional survey location suggestions:**



A local resident and street artist submitted two wall suggestions (above Odsal House shops and Cross Street), and a series of utility boxes between Ladbrokes and Bluebird Bakery that could form a trail and be expanded as and when budget allows.

- Support all 3 locations (153)
- The Old School/ Gateway Centre 'v' not Gateway Centre as it is a listed building
- Paint above shops on Main Street/ card factory/ Farm Foods
- Halifax
- Needs to be more central to Front Street/ shops
- Side of Boyes next to roundabouts
- Library
- Cross Street
- Morrisons brick hole
- The more the better
- On the pavement at new seating areas
- Post Office Taylors of Acomb, wall opposite Post Office
- Side wall of nail bar
- Business shutters
- Ginnels to Acomb Green/ Acomb Green
- Back of Specsavers & Laughing Llama
- Acomb Court (flat roofed shops opposite Specsavers)
- Above Grocery or Cooplands
- Space on Odsall House
- Loos is best location - they need jazzing up
- Bluebird bakery
- Co-op block
- Vision Care on Severus Avenue
- Side of buildings on end of Front Street near traffic lights
- Acomb Methodists car park
- Top of Green Lane
- Sunken square at Morrisons/ Morrisons recesses/ slope
- Eyesore utility boxes at Boyes’ roundabout could be improved

# Extend the benefits beyond the high street

Question	Comments for	Comments against/ other ideas	Impact on scheme design
14A. New crossing near Morrisons	<ul style="list-style-type: none"> <li>• 590 respondents/ 82% support this</li> <li>• better link two areas, easier to walk to <b>old village</b>, might encourage <b>businesses</b> across road back into use</li> <li>• support removal of railings/ use of crossing island</li> <li>• crossing makes a lot more sense, would work well, natural break in traffic</li> </ul>	<ul style="list-style-type: none"> <li>• <b>York Access Forum</b> – difficult for visually impaired to follow line of slanted tactile &amp; need contrast to tactiles</li> <li>• <b>Not a priority</b> – waste of money, use different budget, Acomb Alive why £30k?</li> <li>• <b>Safety</b> – too near roundabout &amp; Morrisons junction, speed</li> <li>• <b>Traffic impact</b> - cyclist and link road</li> <li>• <b>Not needed</b> - sufficient crossings nearby</li> <li>• <b>Wrong location</b> - Improve Morrisons junction, near Boyes, library, Wetherby Road, Acomb Garth</li> <li>• <b>Design</b> - signal controlled/ zebra/ raised table</li> </ul>	<ul style="list-style-type: none"> <li>• Create new crossing</li> <li>• Review whether design can straighten to road to improve tactiles</li> <li>• Road Safety Audit</li> </ul>
14B. Working Men's Club seating	<ul style="list-style-type: none"> <li>• 470 respondents/ 65% support this</li> <li>• <b>Trees/ planting</b> – add pocket park, biodiversity corridor WMC - Methodist Church - library</li> <li>• <b>Accessible benches</b> - with back/ arms, should not block pavement/ restrict access, check lawn desire line (used as short cut)</li> <li>• Create another <b>welcome gateway</b> -sculptural seating, cycle parking, play area, community garden, bin, sponsored seat/ planting</li> </ul>	<ul style="list-style-type: none"> <li>• <b>What A Load of Bollards</b> - yet more seats outside a very unattractive building with a view of a busy road and a hairdressers</li> <li>• <b>Acomb Alive</b> - don't want seats here/ create location for youths to hang out and potentially more rubbish</li> <li>• <b>Wrong location/ safety</b> - not nice area, busy/ noisy road, junction, drunks/ smoking, ASB, in shade, dog waste, too far from shopping area, safe for women/ children?</li> <li>• <b>Future</b> – check long term WMC site/ redevelopment?</li> </ul>	<p>Phase 2</p> <ul style="list-style-type: none"> <li>• Create new rest point for pedestrians outside WMC (add bin?)</li> </ul> <p>Longer term</p> <ul style="list-style-type: none"> <li>• Community group could deliver planting subject to long term future of WMC site</li> </ul>
14C. Other comments on these improvements near the Morrisons roundabout	<ul style="list-style-type: none"> <li>• Improve <b>Morrisons</b> junction, and Morrisons walkway and building, disconnect shopping area and old village</li> <li>• <b>Young people</b> – more crossing points, benches, bins, colour, art, bike park and sports shops</li> <li>• Remove or make opening in <b>railings near Boyes</b>, or make a crossing closer to Boyes</li> <li>• <b>Link road and 2 roundabouts</b> – traffic calming, cycling provision, hostile to pedestrians, eyesore</li> <li>• <b>Gale Farm Court Residents Association</b> – Improve pavements and kerbs between Gale Farm Court and Morrisons for infirm, mobility scooter, wheelchair users</li> <li>• <b>Other ideas</b> – outdoor gym, seating/ bins at library bus stops, more parking, extend trees/ planting to Gale Lane, better lighting, clearer road markings, improve safety, signage, traffic calming, art, pot holes, empty building on roundabout, cycle protection, pedestrian priority, Gale Lane roundabout is a barrier, village charm, empty building on roundabout, relocate dog waste bin from York Road bus stop</li> </ul>		<p>Longer term</p> <ul style="list-style-type: none"> <li>• Review Morrisons junction</li> <li>• Discuss walkway/ approach with Morrisons</li> </ul>

# Longer term aspirations

Feasibility study for people friendly space



Adopt privately owned land

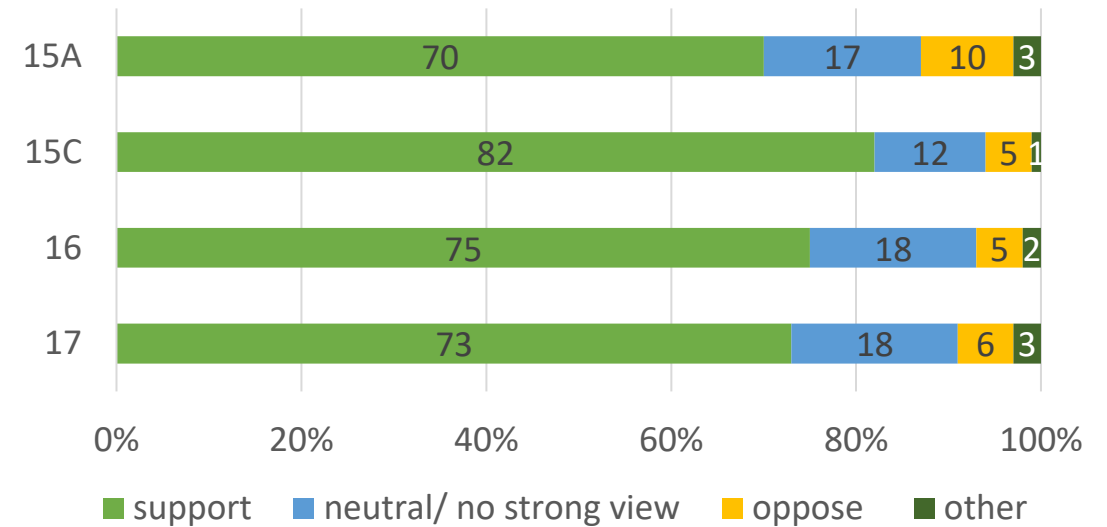


Enhance links between high street and Explore library

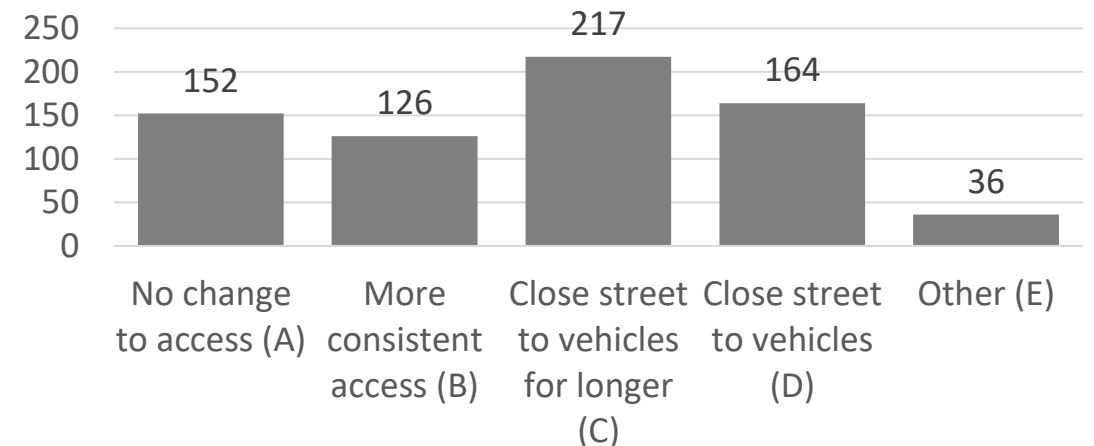


# Longer term aspirations

Question	Answer
15a. Feasibility study to create a people friendly space	<b>489/ 70% support</b> <b>118/ 17% neutral</b> <b>71/ 10% oppose</b> <b>23/ 3% other</b>
15b. Future vision of pedestrianisation look like?	<b>152/ 22% no change to access (A)</b> <b>126/ 18% more consistent access (B)</b> <b>217/ 31% close street to vehicles for longer (C)</b> <b>164/ 24% close street to vehicles (D)</b> <b>36/ 5% other (E)</b>
15c. Create a more people friendly street within shopping area (subject to feasibility study)	<b>577/ 82% support</b> <b>83/ 12% neutral</b> <b>34/ 5% oppose</b> <b>8/ 1% other</b>
16. Adopt privately owned land	<b>530/ 75% support</b> <b>129/ 18% neutral</b> <b>33/ 5% oppose</b> <b>15/ 2% other</b>
17. Enhance links between the high street and Explore library	<b>507/ 73% support</b> <b>125/ 18% neutral</b> <b>43/ 6% oppose</b> <b>21/ 3% other</b>



15b. What would your future vision for pedestrianisation of Front Street shopping area look like?



# Longer term aspirations – people friendly space

Question	Comments for	Comments against/ other ideas	Impact on scheme design
15a. Feasibility study to create a people friendly space/ further pedestrianisation	<ul style="list-style-type: none"> <li>489 respondents/ 70% support preparation of holistic <b>long term</b> plan, review access, explore <b>options</b> for further pedestrianisation</li> </ul>	<ul style="list-style-type: none"> <li><b>Acomb Alive</b> - traders want road kept as is, with better signage. Without access, businesses will suffer/ people won't visit/ place will decline.</li> <li><b>Delivery</b> arctics can't access rear of buildings.</li> <li><b>Cost</b> - waste of money</li> <li><b>Not needed</b> - pedestrian friendly already, balance of times for pedestrians &amp; vehicles is about right</li> <li><b>Other ideas</b> – BB parking &amp; loading &lt;9.30a., Include crossings/ connections on <b>all</b> of Front Street in study</li> </ul>	<ul style="list-style-type: none"> <li><b>Commission study</b> - understand operational requirements/ delivery options/ cost/ next steps, and consult businesses</li> <li>Longer term – traffic surveys to quantify/ understand people and vehicle movements</li> </ul>
15b. What would your future vision for pedestrianisation of Front Street shopping area look like?	<ul style="list-style-type: none"> <li>217 respondents/ 31% <b>close street to vehicles for longer (C)</b></li> <li>164 respondents/ 24% <b>close street to vehicles (D)</b></li> <li>152 respondents/ 22% <b>no change to access (A)</b> - lots of people visit before road opens at 10am</li> <li>126 respondents/ 18% <b>more consistent access/ simplify (B)</b> – extend street closure to 5/5:30pm</li> <li>Make clearer, change <b>highway colour</b> to denote where vehicles can go</li> <li><b>BB Parking at any time</b> with 5mph speed limit and b) deliveries 6-8am and 8-10pm. Add a taxi/car drop off point on York Road/ Cross Street.</li> <li><b>Open street to all</b> vehicles 24 hours day apart from markets/ events.</li> <li>Make permanently accessible to <b>cycling</b> (route off York Road)</li> <li>No change but would like <b>Sunday</b> to be free from all traffic to 4pm.</li> <li>Extend no vehicle times, <b>flat pedestrianised</b> street with dedicated delivery area.</li> <li><b>Deliveries</b> - consider York Road layby, survey businesses</li> <li><b>WALOB</b> – traffic free as per original £20k consultation, one level high street and a welcoming open pedestrian-friendly community space. Know that level surface makes the council nervous so, for now, divide street with paved crossing areas, stop cars who don't need to use the road, allow deliveries and disabled vehicles access during existing hours (or greater time restrictions!)</li> <li>Are there any minor changes that can act as <b>disincentives for drivers</b> passing through Front Street? Low priority for traffic lights at end? Block road off at one end, access in/ out same way?</li> </ul>		<ul style="list-style-type: none"> <li>Investigate simplification and extension of pedestrian hours.</li> <li>Test other uses of road</li> <li>Quantify actual number of road users/ pedestrians in the space, for evidence base</li> </ul>
15c. Create a more people friendly street within shopping area (subject to feasibility study)	<ul style="list-style-type: none"> <li>577 respondents/ 82% support</li> </ul>	<ul style="list-style-type: none"> <li><b>Cost</b> - feasibility studies often take up cash &amp; waste any chance of change</li> <li>Don't further restrict <b>cycling</b></li> <li>Keep access same/ simplified</li> <li>Pedestrianisation will mean different things to different people</li> </ul>	<ul style="list-style-type: none"> <li>Clear desire to reduce vehicle dominance long term - further viability work/discussion with businesses &amp; community</li> </ul>

# Longer term aspirations – people friendly space

Question	Comments for	Comments against/ other ideas	Impact on scheme design
<p>15d. Additional comments on further pedestrianisation/ creating people friendly space within shopping area in the future?</p>	<ul style="list-style-type: none"> <li>• <b>Pedestrianisation</b> - would public enquiry be required? How likely is an objection? If low why not go for full pedestrianisation? Council ought to win a good case!</li> <li>• <b>Open space</b>, hardstanding, no kerbs, outside events.</li> <li>• <b>Level surface</b> – full main area should be like Kings Square with simple flat cohesive walkways, seating, planting and over all look stretching from Bluebird bakery to Gale farm surgery</li> <li>• Don't want to ban cars, could move to a <b>less formal carriageway</b>, more level space</li> <li>• <b>More trees, planting, seating</b> - people will come if it is an attractive place. Covered areas outside shops like the Greengrocers to sit/ get people to stay longer</li> <li>• <b>Fewer Cars</b> - Reduce rather than facilitate car use both for the environment and health. No need for through traffic, use York Road 'bypass' instead. Don't like using it with my young children on a Sunday as there isn't room for all the cars/ parking.</li> <li>• <b>Morrisons</b> access is not pedestrian friendly.</li> <li>• <b>Deliveries</b> - properties on Herons side have back entrances, loading at one time was always done from the rear. Utilise Cross Street and the adjacent area behind Boyes better for loading and disabled spaces.</li> <li>• Consider two way <b>cycling</b> route</li> <li>• <b>Other ideas</b> - Improve surface from Post Office to Front Street. improve the physical gate and monitor the disabled bays plus the drop off zone (now double yellows outside Dominos)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Keep as is</b> - reducing vehicle traffic for longer or entirely would harm businesses/ shops/ food outlets/ evening takeaway services. Current access times are a good balance for traffic and shoppers, Not "cars or no cars", need a <b>balanced solution</b> to access/ current happy medium works. Pedestrianisation is impractical and doesn't take account of how the street is used.</li> <li>• Why can't we keep same access arrangements, but have a level surface (<b>shared space moratorium</b>)</li> <li>• Allow vehicle access for <b>deliveries</b>/ loading</li> <li>• <b>BB Retained</b> - support the idea of a more people friendly street, however blue badge access should not be withdrawn.</li> <li>• <b>Convenience/ charity donations</b> – residential area, vehicle access needed for people to drop off items to the charity shops/ pick up heavy shopping after 4pm road opening.</li> <li>• Stop <b>cyclists</b> riding in both directions</li> <li>• More friendly and welcoming to people arriving in <b>cars/ more parking spaces, less restrictions</b>. There are very limited hours in the day when the area is busy with pedestrians. Outside of these times the ability to park actually brings people to the street and allows vehicles to make deliveries and collections. Extra parking at Bluebird bakery end as well as the Morrisons end, ease of parking essential to vibrant high street</li> <li>• Buses stop in <b>evening</b> so parking needed then</li> <li>• <b>Impact on surrounding areas</b> push parking into surrounding and often restricted streets</li> <li>• 6am-7am, 3x HGV Co-op, Heron, Hovis, Farm foods unloading. Cars and pedestrians can't get past. 5pm layby behind Acorn Meats double parked, lorries, pedestrian crossing, <b>needs lorry and car park, separate designation</b></li> </ul>	<ul style="list-style-type: none"> <li>• Review full feasibility scope – built in survey intel to progress options/ phasing. How to change people's behaviour and use of road.</li> </ul>

# Longer term aspirations – adopt/ linkages

Question	Comments for	Comments against/ other ideas	Impact on scheme design
16. Adopt privately owned land	<ul style="list-style-type: none"> <li>• 530 respondents/ 75% support</li> <li>• Good idea, will improve the poor condition of paving &amp; the area will be <b>maintained</b></li> <li>• Legislation 1959 Consolidated Corporation Act, adopted in Leeds</li> </ul>	<ul style="list-style-type: none"> <li>• depends on <b>cost</b>/ impact on taxpayers</li> <li>• force <b>private landowner</b> to make pavement good</li> <li>• <b>not necessary</b>, spend budget on quality highway</li> <li>• protect landowner <b>use of frontage</b> (café seating)</li> <li>• <b>parking</b> bays on paving (adopted &amp; private land)</li> </ul>	Investigate funding options to deliver future adoption of main shopping area.
17. Additional crossings and pedestrian priority between the high street and Explore	<ul style="list-style-type: none"> <li>• 507 respondents/ 73% support</li> <li>• Improve <b>pavements</b>, make <b>Morrisons</b> junction safer, tackle obstructive <b>parking</b>, slow down <b>traffic</b>, remove <b>cobbles</b> for powerchair users, sensitive to residential village character/ <b>conservation area</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Not needed</b> - sufficient crossings already</li> <li>• <b>Too costly</b></li> </ul>	Work with Explore to look at feasibility of extending pedestrian priority & consistent approach to street furniture/ identity
17b. Other longer term aspirations	<ul style="list-style-type: none"> <li>• <b>Business Improvement</b> - landlords encourage businesses in, lower rates/ rents, promote library (café &amp; parking), make all shops accessible, buildings ugly (investment opportunity), better mix of businesses, grants to smarten up shop fronts, covered walkway in front of shops, co-working space, dentist</li> <li>• <b>Transport &amp; environment</b> - bus priority, better access to/ from bus, bus &amp; pedestrian users treated as second class, less road space for car (reduce multi-lane section between roundabouts, current islands don't work for pedestrians), air quality, noise pollution, review all roads/ junctions/ parking/ bus stops/ widen pavements, 20mph zone, safer crossings like zebra near Acomb Green</li> <li>• Support <b>cycling</b>/ cycle shop, 'Go-dutch' allow 2 way cycling along street</li> <li>• Wider <b>holistic view/ 40 year plan</b> for cars/ work on projects so they are ready when funding is available.</li> <li>• <b>Planting</b> - green corridors, roof/ wall planting, trees/ urban cooling, fruit trees, communal vegetable garden</li> <li>• <b>Morrisons</b> - move car park entrance to bottom to give Front Street back to people, improve access between Boyes and Morrisons, remove roundabout, improve Morrisons area</li> <li>• <b>Cleaning and maintenance</b> - Council appoint a concierge to monitor access, clean &amp; maintain street</li> <li>• <b>Safety</b> - design out crime/ ASB, more lighting, area needs to feel safer particularly in the evening</li> <li>• <b>Parking</b> - impact of parking on residential areas, need more parking to support businesses</li> <li>• <b>Sense of pride/ community spirit</b> - foster community pride, make beautiful &amp; people will look after it</li> <li>• <b>Long term plan/ vision</b> - coherent strategy rather than piecemeal approach</li> <li>• <b>Families</b> - welcoming for families, hopscotch on paving, new play equipment on Green, youth café</li> <li>• <b>Place</b> – bins, dog bins away from food outlets, bunting, string lights, history plaques, better pavements/ less trip hazards, seat/ tables outside, repaint benches, pedestrian friendly, community space</li> </ul>		.

# Community Priorities

The survey and engagement is a key element of understanding community priorities and how we can deliver the best scheme possible in response to stakeholder comments. It will also inform the focus of any future scheme should further funding become available.

Depending on the final design and costings, we may not be able to deliver all the initial ideas/ improvements within the Phase 2 funding package of £570,000, therefore some elements may need to be reduced or removed.

Phase 2 Proposals	Priorities			
	Don't know	No	Low	High
Funded by central <a href="#">government</a> UK Shared Prosperity Fund				
<b>Enhance the high street</b>				
Welcome gateway (level crossing space, blue badge parking, seating, planting, signage)				
Review bollards				
Pop up temporary street furniture				
Feasibility study for people friendly street/ pedestrianisation (longer term)				
Market/ opportunities to activate area				
<b>Accessibility</b>				
Raised tables/ level crossing space				
<b>A:</b> Part of Welcome area				
<b>B:</b> Create new central space				
<b>C:</b> Replace dropped crossing Gateway Centre				
Improved Blue Badge car parking				
<b>Extend the benefits beyond the high street</b>				
Wayfinding signage				
Place identity, public art				
New crossing & seating (near Working Men's Club)				



Priorities	Don't know		No		Low		High		Total	Weighted Average
	%	Count	%	Count	%	Count	%	Count		
Market/ opportunities to activate area	3.55%	24	2.36%	16	21.12%	143	72.97%	<b>494</b>	677	
Welcome gateway (level crossing space, blue badge parking, seating, planting, signage)	3.71%	25	4.75%	32	22.59%	152	68.95%	<b>464</b>	673	
Raised table B: Create new central space	9.72%	65	6.13%	41	25.56%	171	58.59%	<b>392</b>	669	3.33
Review bollards	3.68%	25	15.32%	104	24.15%	164	56.85%	<b>386</b>	679	
Feasibility study for people friendly street/ pedestrianisation (longer term)	5.26%	35	9.91%	66	33.63%	224	51.20%	<b>341</b>	666	
Raised tables/ level crossing space	10.51%	70	9.61%	64	33.48%	223	46.40%	309	666	3.16
Improved Blue Badge car parking	11.61%	78	9.38%	63	33.18%	223	45.83%	308	672	3.1
Place identity, public art	3.13%	21	12.80%	86	38.24%	257	45.83%	308	672	
New crossing & seating (near Working Men's Club)	4.45%	30	9.79%	66	40.80%	275	44.96%	303	674	
Raised table A: Part of Welcome area	15.51%	103	7.53%	50	35.54%	236	41.42%	275	664	3.03
Pop up temporary street furniture	5.38%	36	10.61%	71	50.52%	<b>338</b>	33.48%	224	669	
Wayfinding signage	4.46%	30	12.35%	83	50.45%	<b>339</b>	32.74%	220	672	
Raised table C: Replace dropped crossing Gateway Centre	17.62%	117	11.45%	76	43.37%	<b>288</b>	27.56%	183	664	2.81

### High priorities

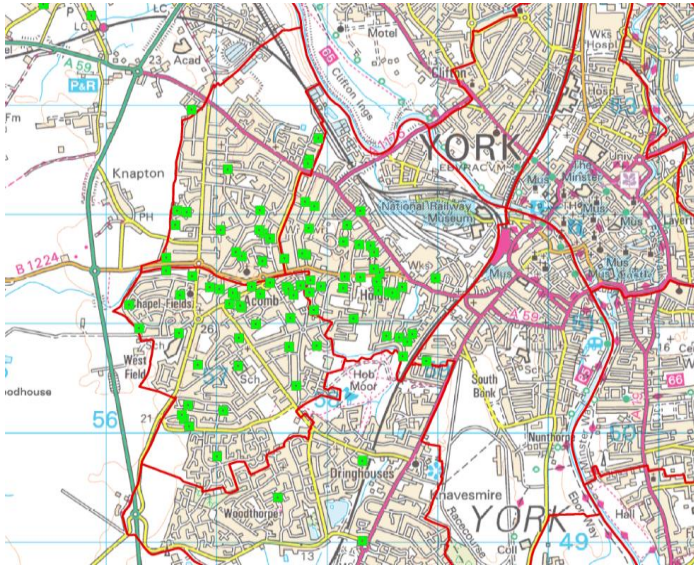
- Activate space with markets/events
- Welcome gateway
- New central space
- Review bollards
- Feasibility study

### Low priorities

- Wayfinding signage
- Pop up temporary street furniture
- Raised table at Gateway Centre

# Demographics

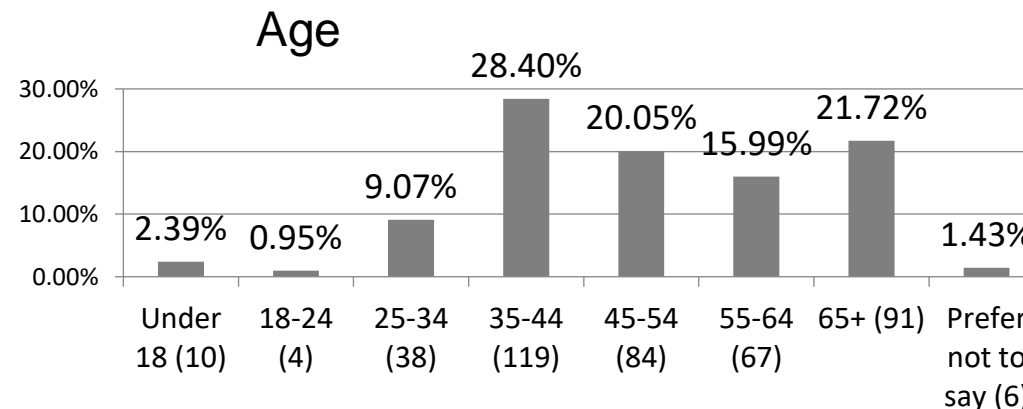
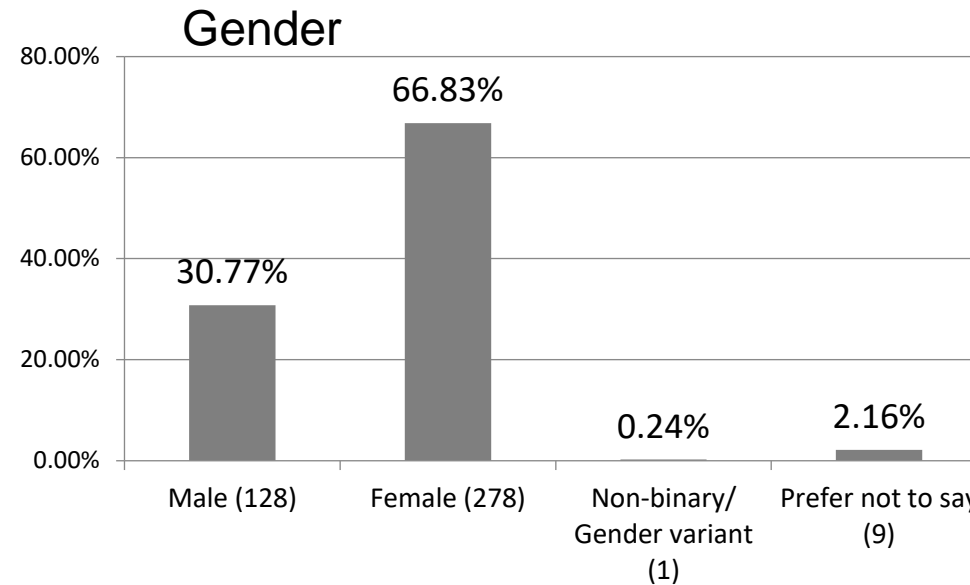
413 respondents (60%) completed all or part of the 'About You' section of the survey.



## Postcode results by ward

(140 of 900 respondents)

- 63 Westfield, York
- 39 Holgate, York
- 22 Acomb, York
- 4 Rural West, York
- 4 partial postcode/ unable to identify ward
- 3 Dringhouses & Woodthorpe, York
- 1 Micklegate, York
- 1 Hull



- **Sexual orientation** – heterosexual 79%, bisexual 4%, gay/ lesbian 1.5%, prefer not to say 13.5%, other 2%
- **Carer** – yes 23%, no 72%, prefer not to say 5%
- **Ethnic group** – prefer not to say 6%, white British 87%, white Irish 0.75%, gypsy/ traveller 0.25%, other white 3.5%, mixed 1.25%, Asian 0.75%, black Caribbean 0.25%, other 0.25%
- **Religion** – prefer not to say 11.5%, Muslim 0.5%, Christian 42%, no religion 46%
- **Physical or mental illness** – yes 22%, no 71%, prefer not to say 7%
- **If yes, do your conditions reduce your abilities to carry out day to day activities** – yes a lot 16%, yes a little 36%, no 48%

# List of abbreviations

AA	Acomb Alive
BB	Blue Badge holders
WALOB	What a Load of Bollards Campaign Group
PWP	PWP Design (urban design)
UGD	The Urban Glow Design & Heritage

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# Front Street - Update Report to Executive

## Joint Ward Committee Meeting 10<sup>th</sup> July 2024

Funded by the UK Government through the UK Shared Prosperity Fund.



Funded by  
UK Government



# Agenda

- Update on engagement survey, feedback and community priorities
  - Share community proposal for signage and wayfinding
- Design
  - Outline the emerging high-level principles for scheme
- Next steps – approval process
  - Programme
- Questions
- University of York session to listen to your feedback

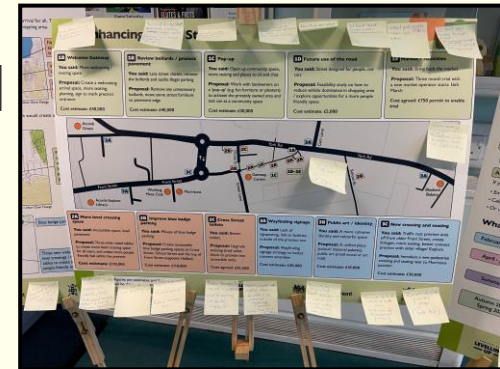
# Phase 2

- **Aim**
  - Work with & listen to community on placemaking & accessibility
- **4 Key elements**
  - Enhancing the high street
  - Creating a more accessible destination
  - Extending the benefits beyond the high street
  - Longer term aspirations
- **4 week engagement to test costed ideas**
  - Note two consecutive pre-election periods
  - Pre-election periods place restrictions on the information the council can share with the community
  - Therefore, the July Executive Report is first opportunity to share progress/ updates.

# Phase 2 Engagement

- 3 drop-in events produced 233 post it notes
- 6 stakeholder meetings
  - What A Load Of Bollards Campaign Group
  - Joint Acomb, Westfield & Holgate Ward Committee
  - Greater Acomb Community Forum
  - Acomb Alive
  - York Access Forum
  - The Place, younger people
- 900 surveys completed
  - each responding to 63 questions plus 5337 comments analysed
  - Press and social media comments were followed and noted

All responses have informed Phase 2 scheme and demonstrates council's commitment to listening to the local community.



Could it be 'bye-bye' to the hated bollards in Acomb's Front Street?  
14th February  
York Press



# Executive Summary of Engagement Feedback

- Feedback received for **each of the initial ideas** tested through the survey & accompanying wider engagement events and meetings
- Concludes with a table showing **priorities** when considering the Phase 2 proposals in the whole, upon which the Executive report is based.
- This feedback is key to understanding the priorities for Front Street and is being used, alongside ongoing costing works, to shape the emerging design.

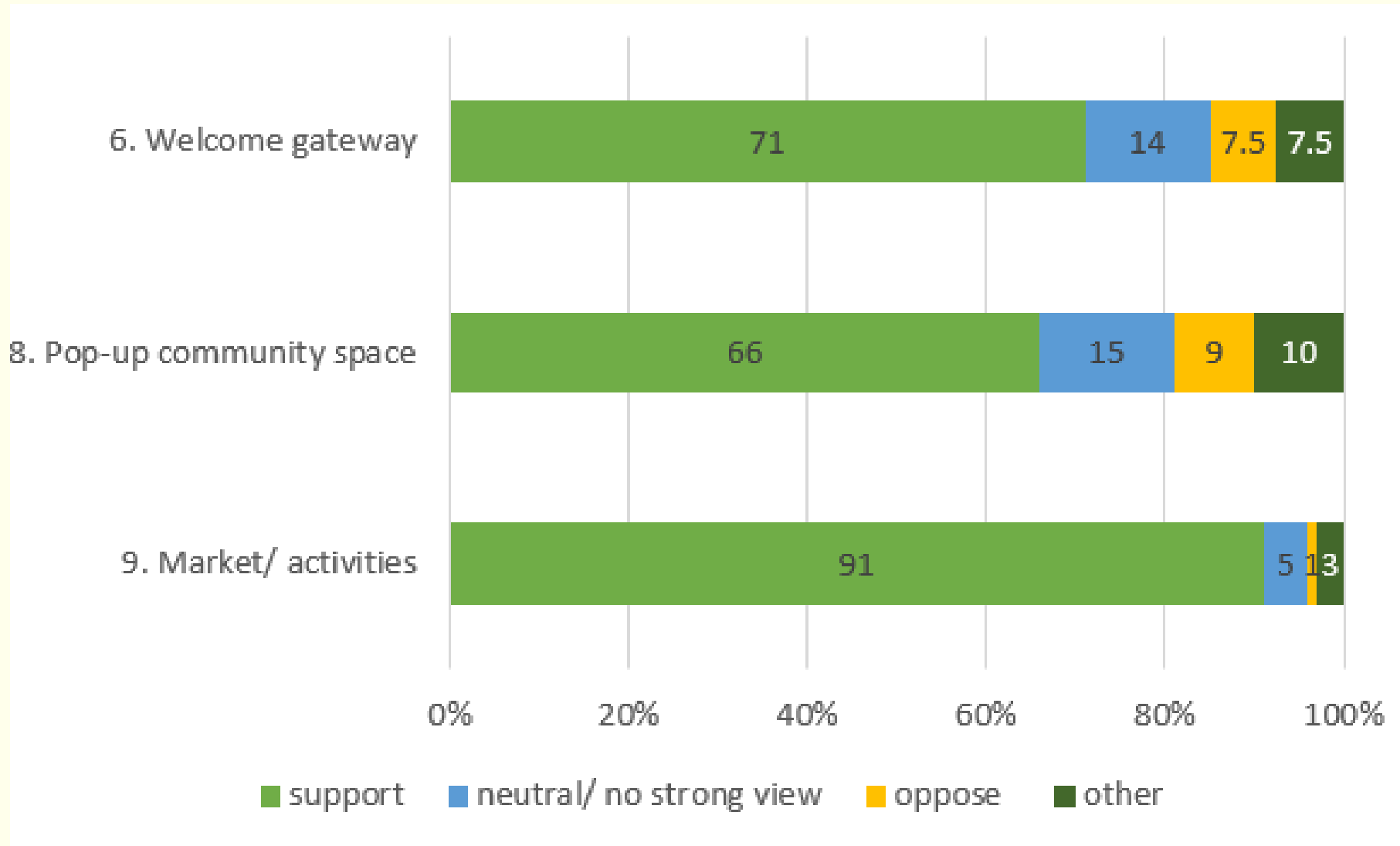
# Survey Findings

- 659 respondents use Front Street at least once a week, tend to be local residents using variety of facilities eg shops, cafes, medical & Explore
- 696 respondents travel by foot, 417 by car, 181 bike and 114 bus

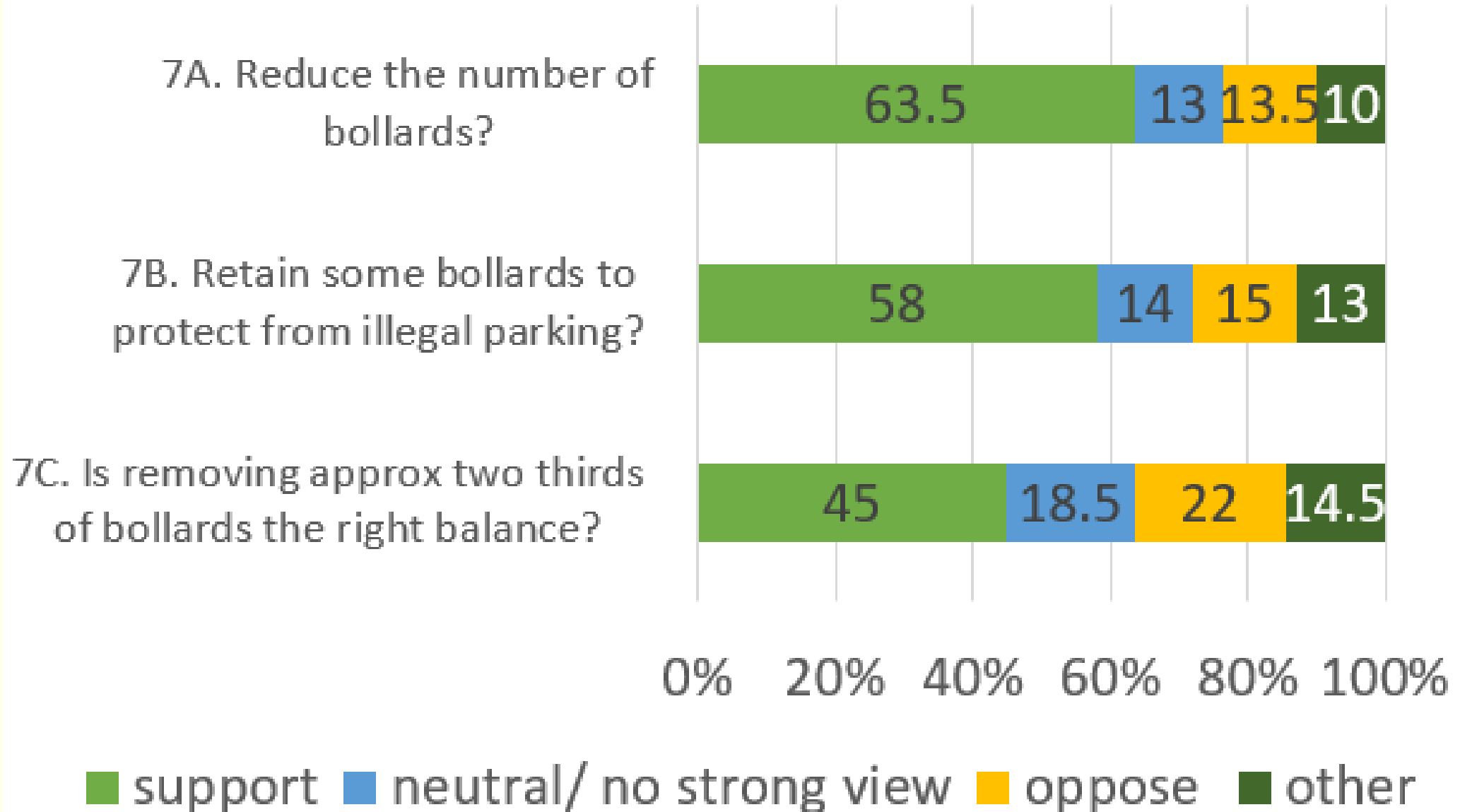
## Demographics

- 67% participation by female and 31% male
- Strong representation from 25 through to 65+ age categories
- 108 Blue badge holders completed survey

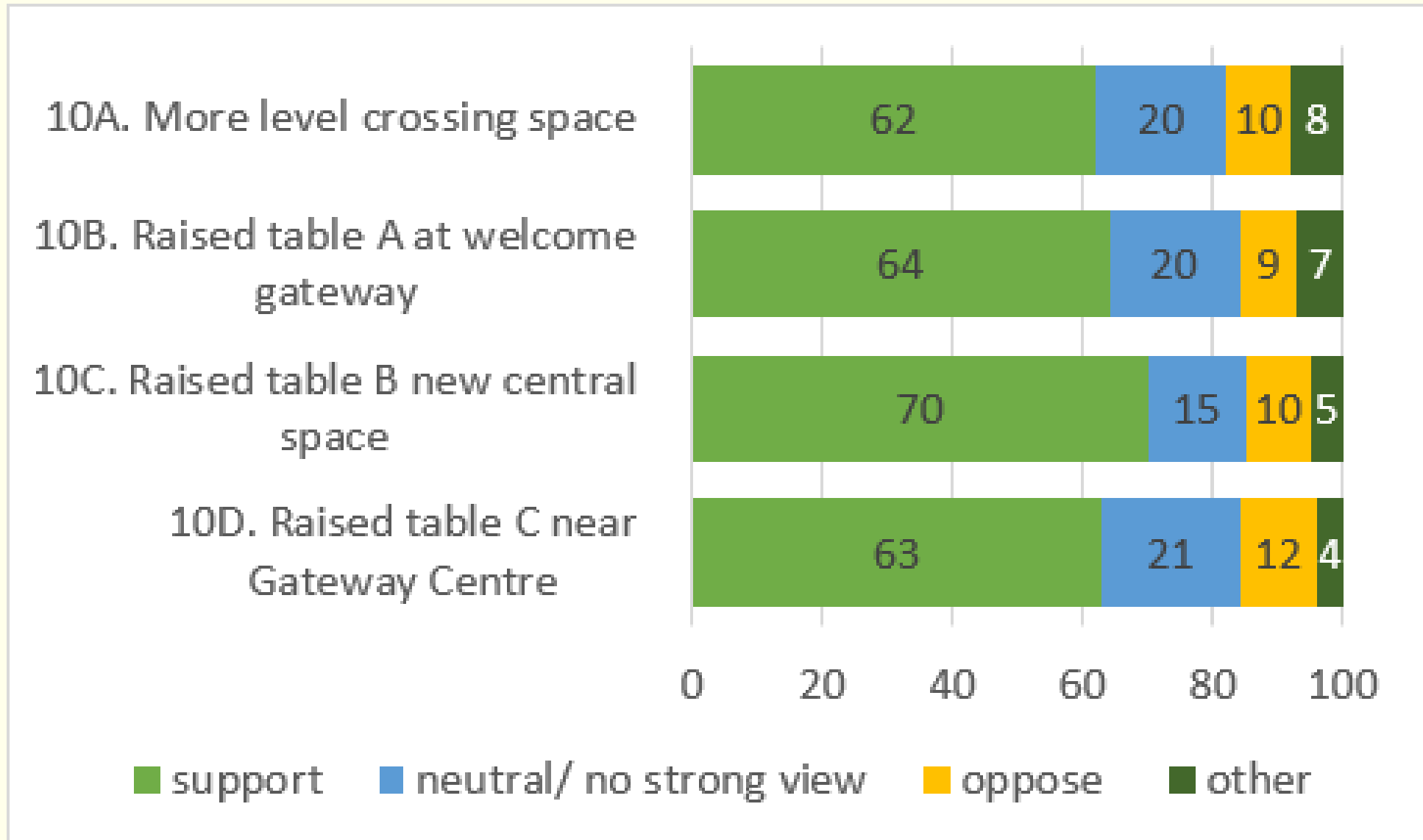
# Enhance the high street



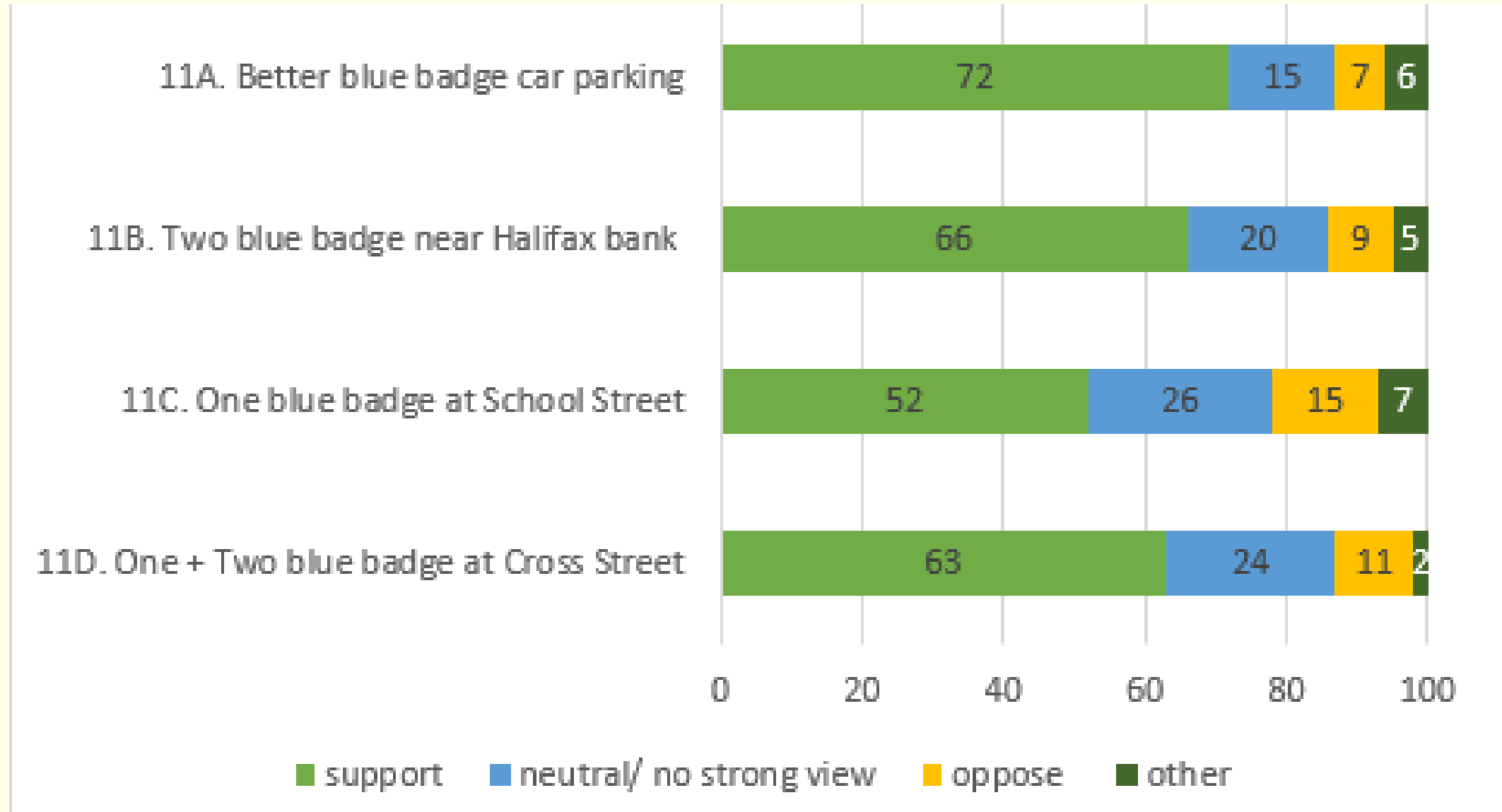
# Bollards



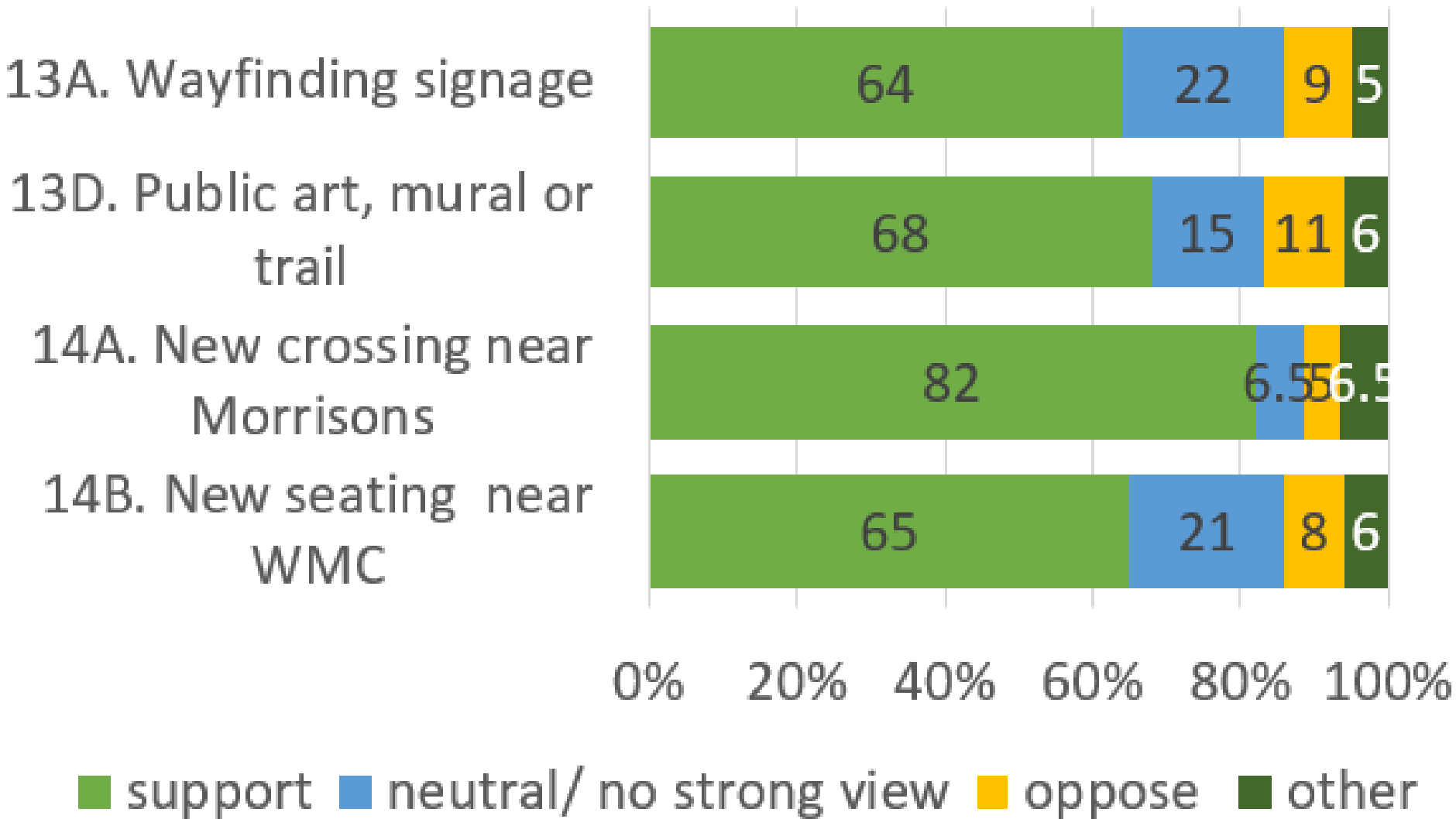
# Accessibility-generous wide level crossings



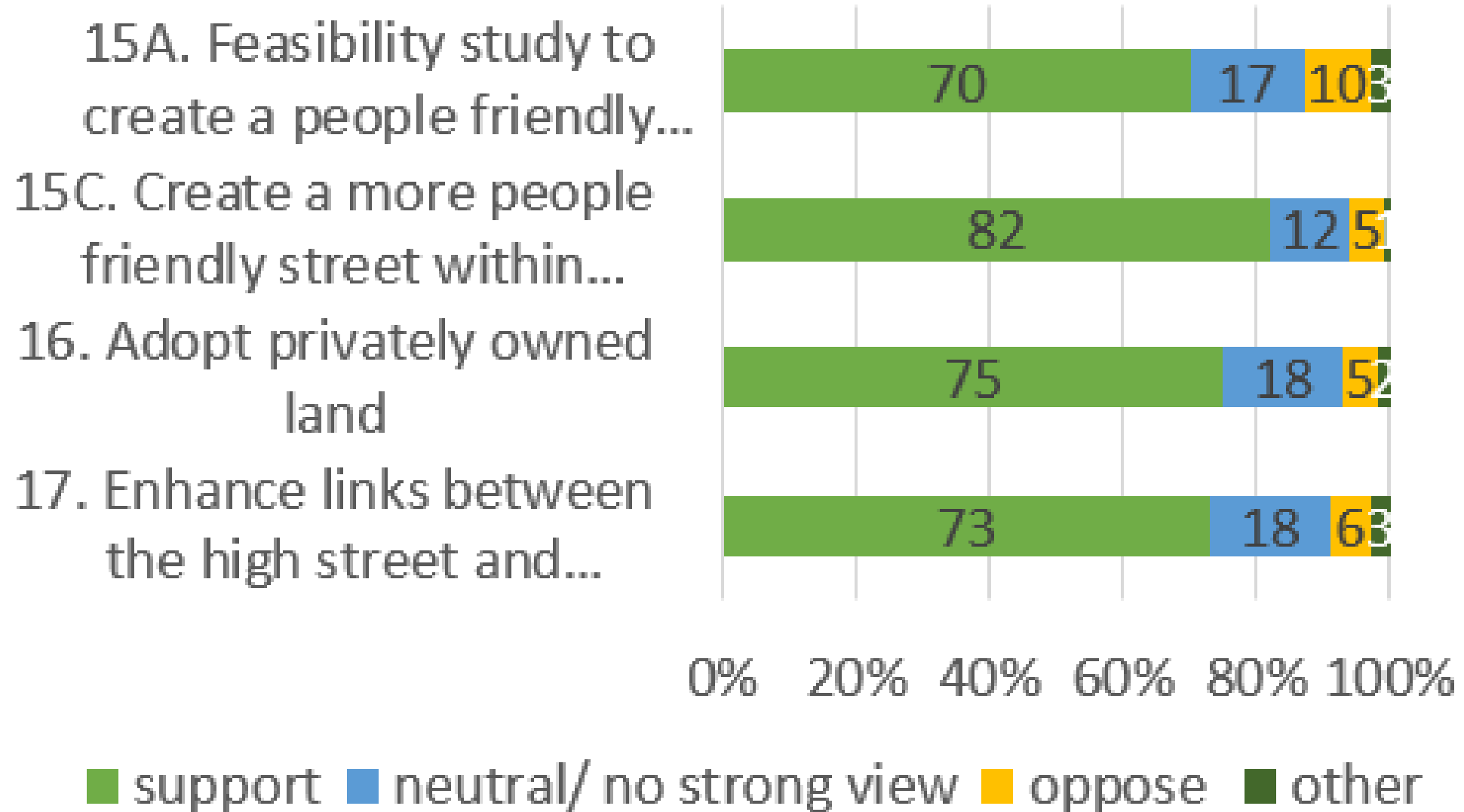
# Blue Badge Parking



# Extending the benefits beyond shopping area



# Longer Term Aspirations





# Survey Priorities

## Your top 5 priorities

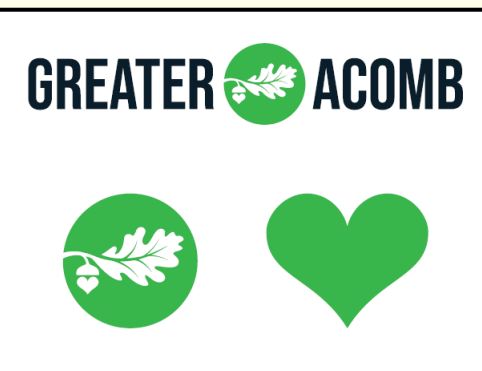
- Activate space with markets/events
- Welcome gateway
- New central space
- Review bollards
- Feasibility study

## Least popular

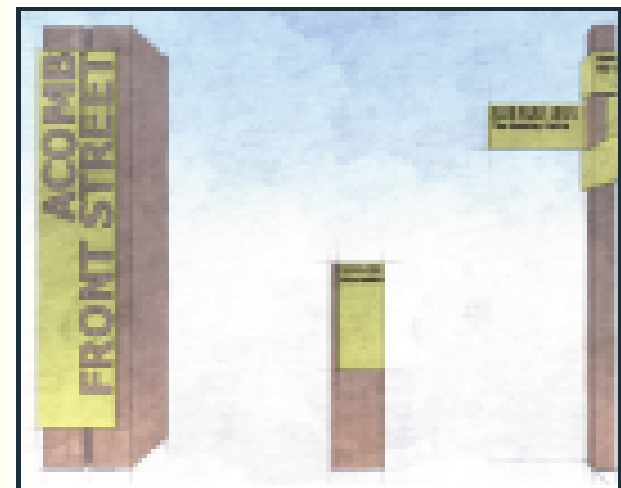
- Raised table C at Gateway Centre
- Wayfinding
- Pop up street furniture

# Community input on identity and signage

Engaged ideas



Page 78

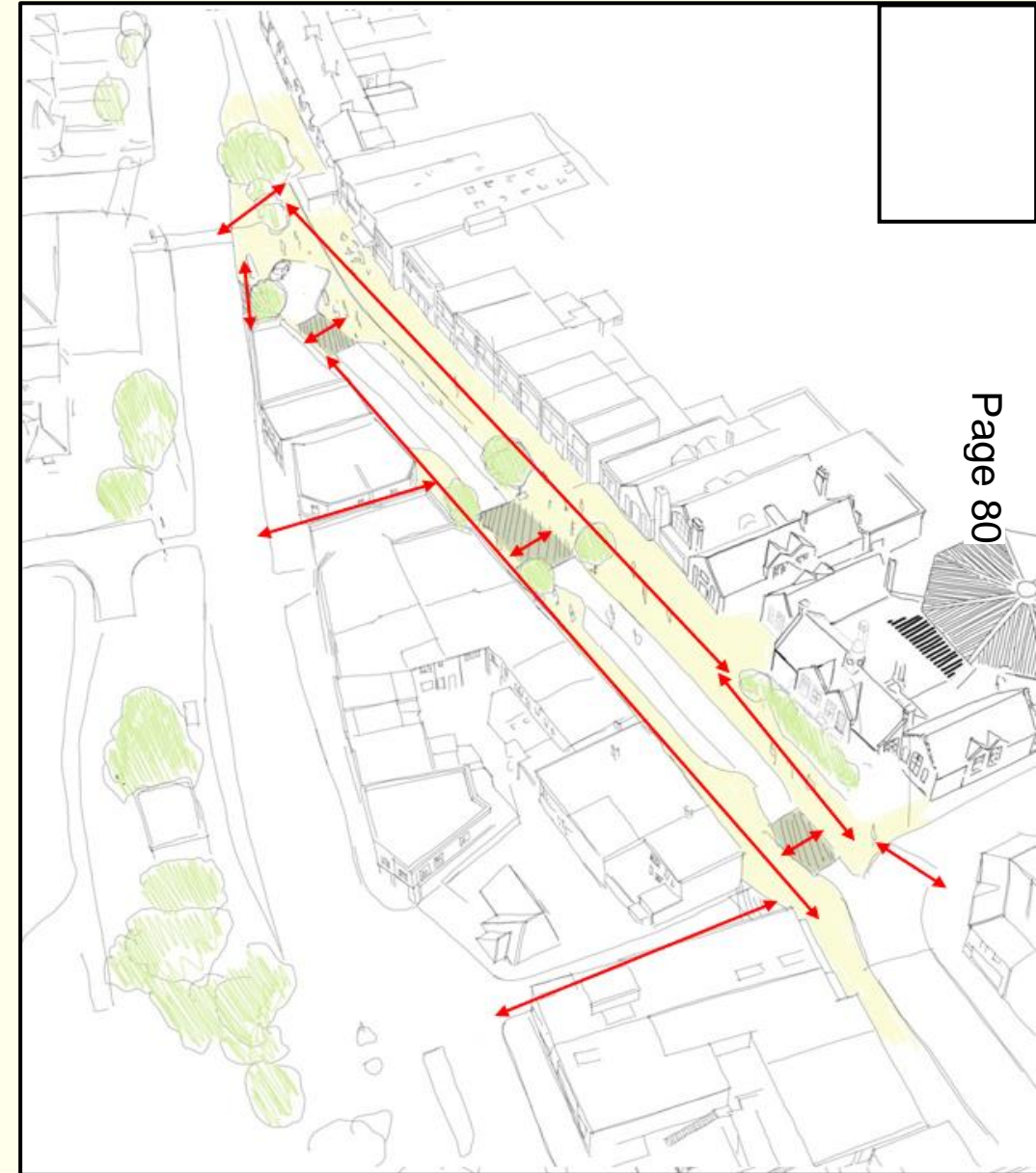


# Shaping the design

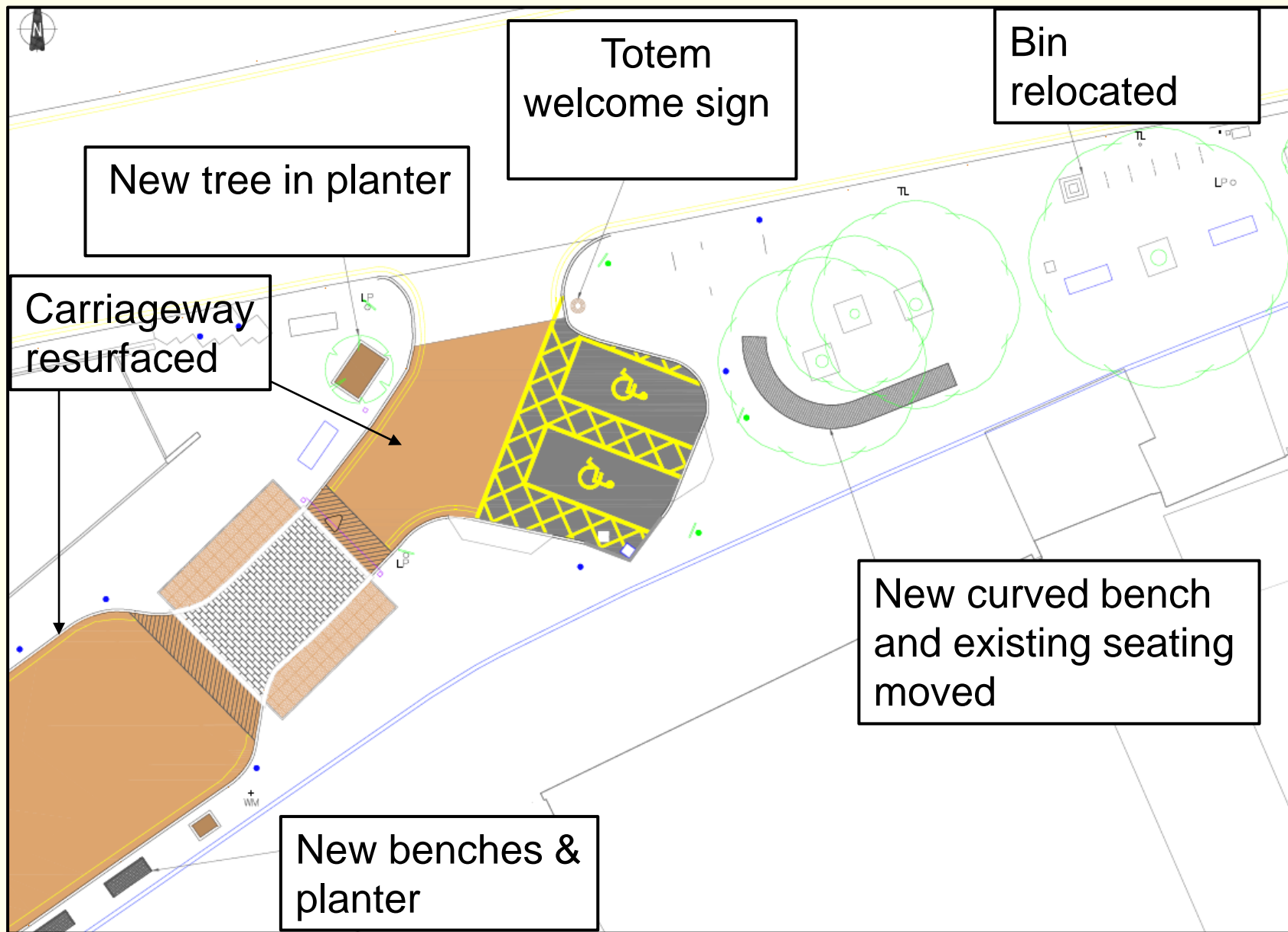
- Work with urban designers on transformation of the space/road
- Council challenged to be bold & creative
- Desire to initiate change of behaviour from all users
- Build flexibility for community events and activities
- Ensure any work carried out will not require “undoing” for any future enhancement work
- Phase 2 work seen in the context of a 5-10 year plan

# Phase 2 design principles - retaining road use

- Create more people friendly & accessible space
- Clear unrestricted pedestrian routes
- Wide generous crossing points
- Flexibility of space for events / markets
- Create place for people & activities - change to road surface
- Additional West End welcome entrance
  - Reduce bollards, reuse where possible
- Accessible Blue Badge parking spaces



# WIP - Phase 2 Welcome gateway entrance

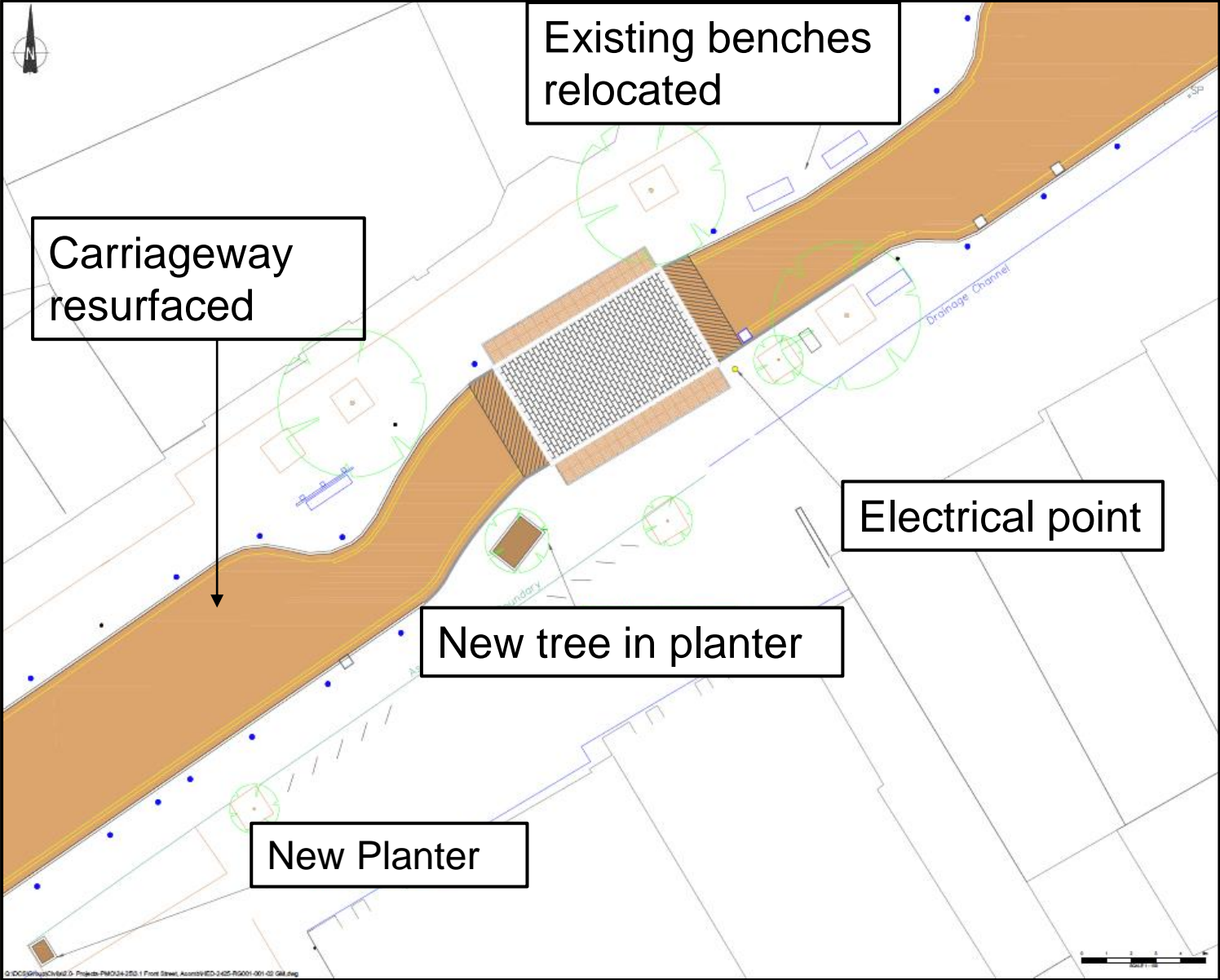


# What does Hardipave look like?

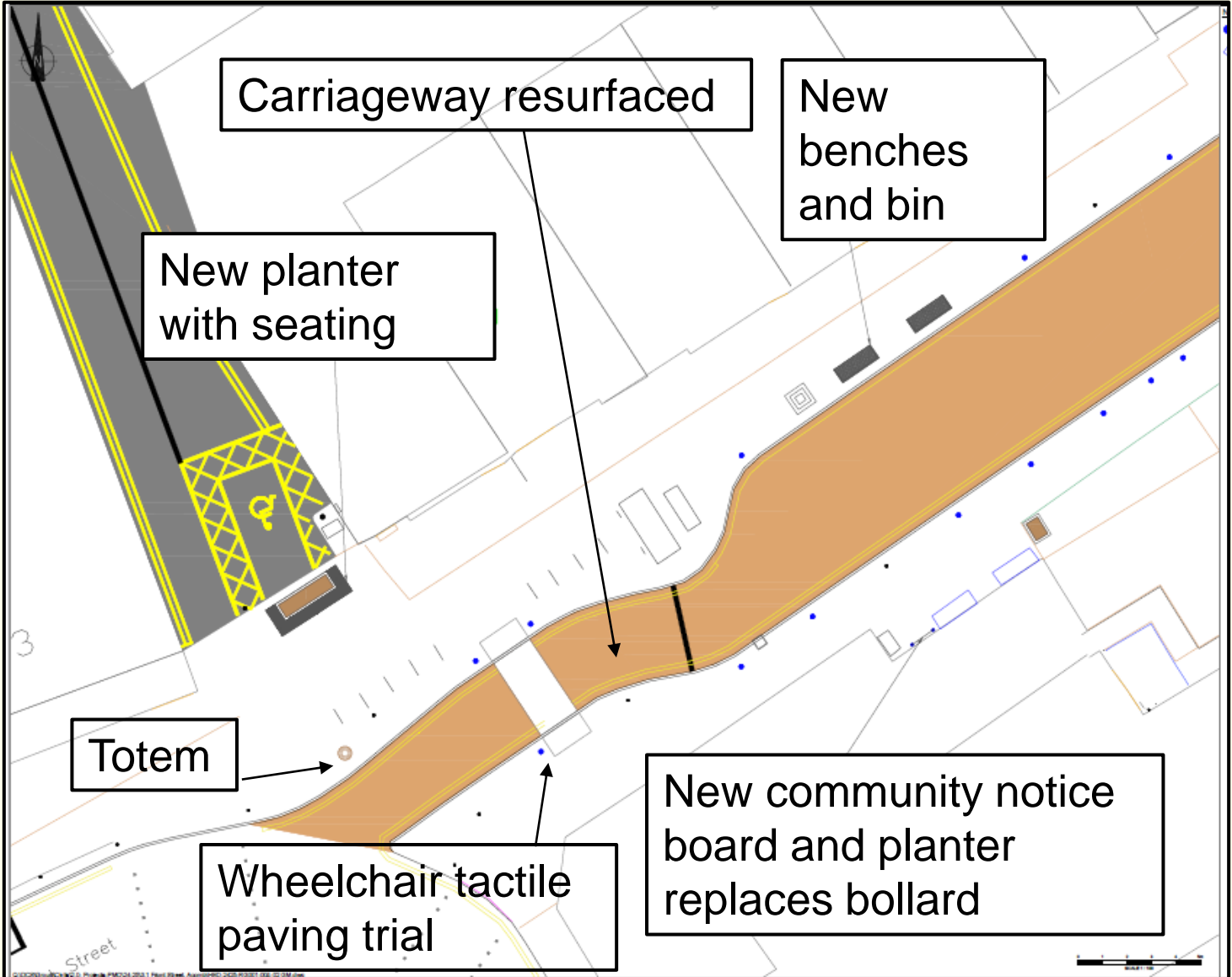


<https://milesmacadam.co.uk/case-studies/cowley-road-oxford/>

# WIP – Phase 2 Central area



# WIP - Phase 2 West End additional entrance





# Proposed trial wheelchair tactile paving

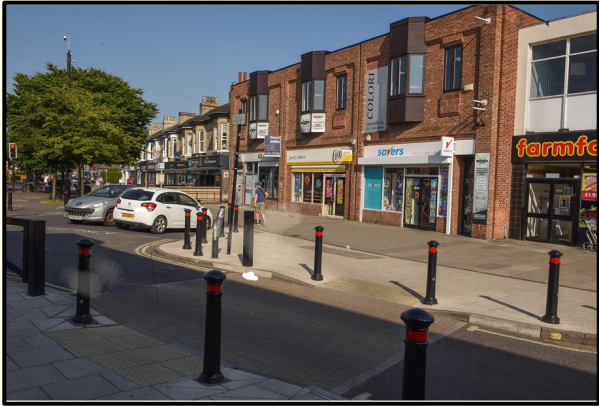
- Consulted with York Access Forum & Access Officer
- Purpose is test whether tactile paving removes the significant vibration experienced by wheelchair users
- Installed on both sides of crossing



# BEFORE – Welcome area



# After



# Before – Central area



# After



# Before – West End entrance



# After

*"Acomb - Creating a People Friendly Space"*



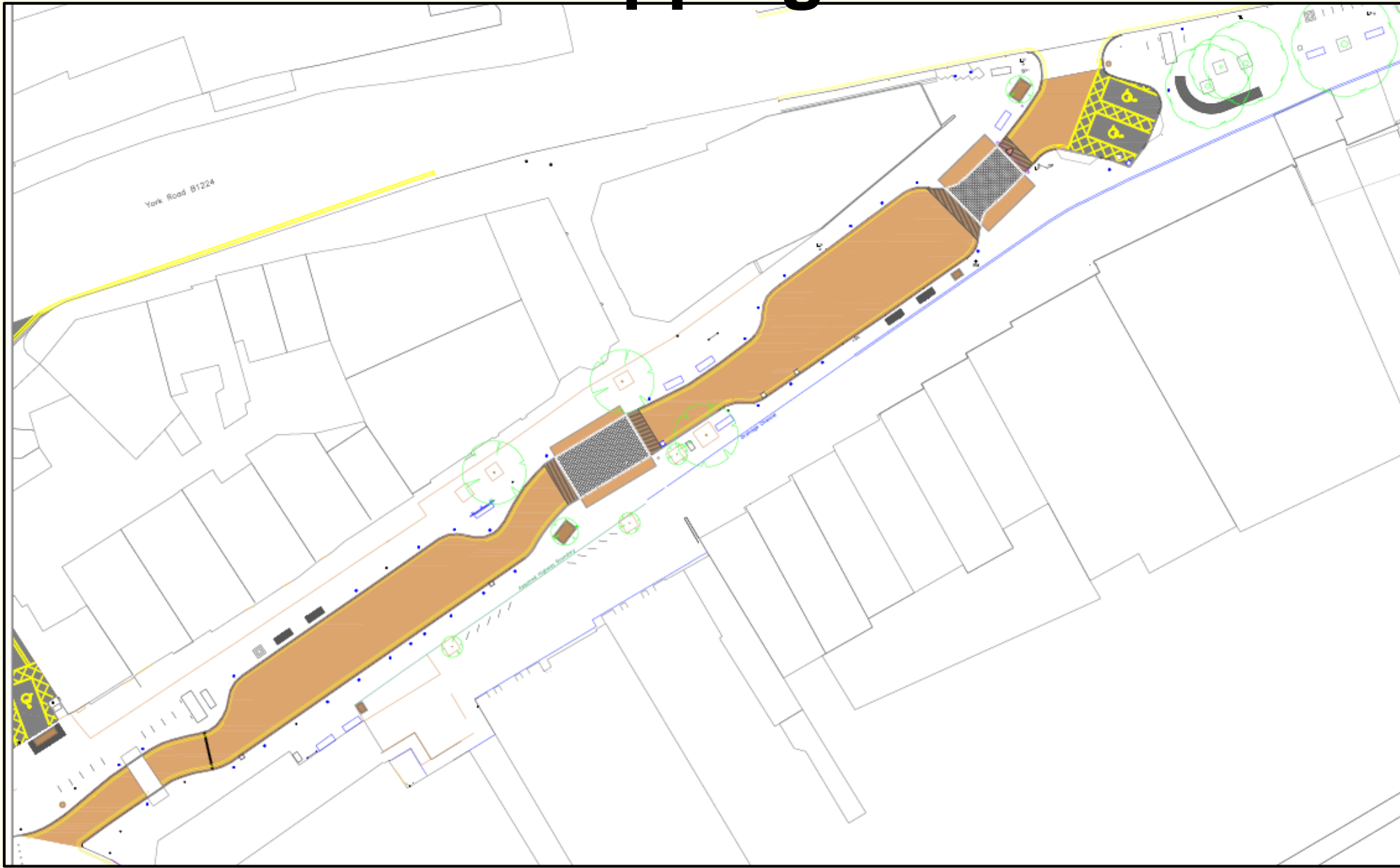
**ACOMB FRONT STREET, Green Lane End**  
For Discussion Purposes ONLY



TheUrbanGlow Design & Heritage Ltd  
GM/AG. July 2024

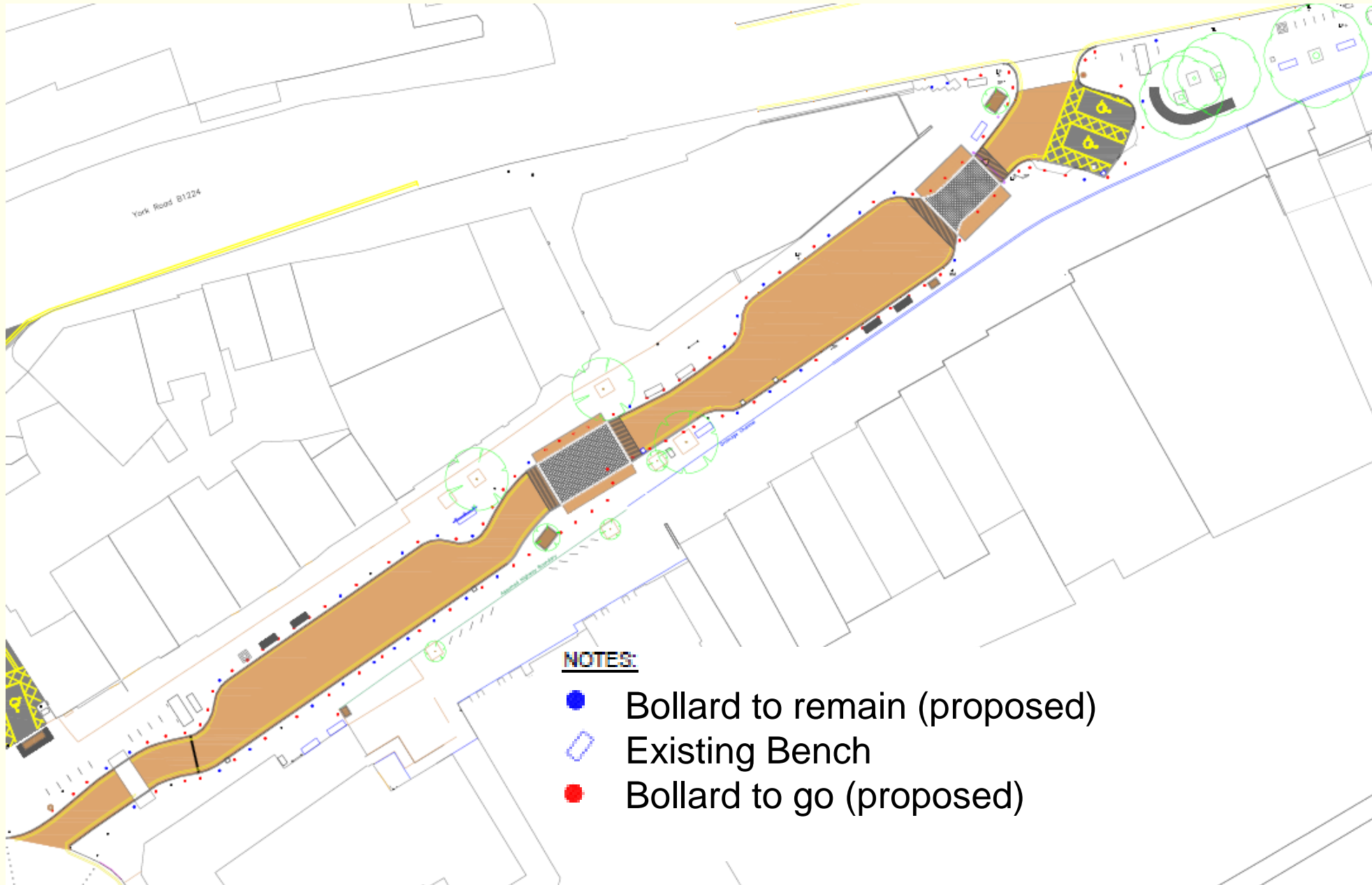


# WIP – Phase 2 Main shopping area





# WIP Phase 2 area - removed & retained bollards



# Bollard Review

- **Prior to phase 1** - 54 bollards  
31 timber & 23 metal
- Phase 1 scheme 131 bollards
- Proposed phase 2 - 34 using seating and planters

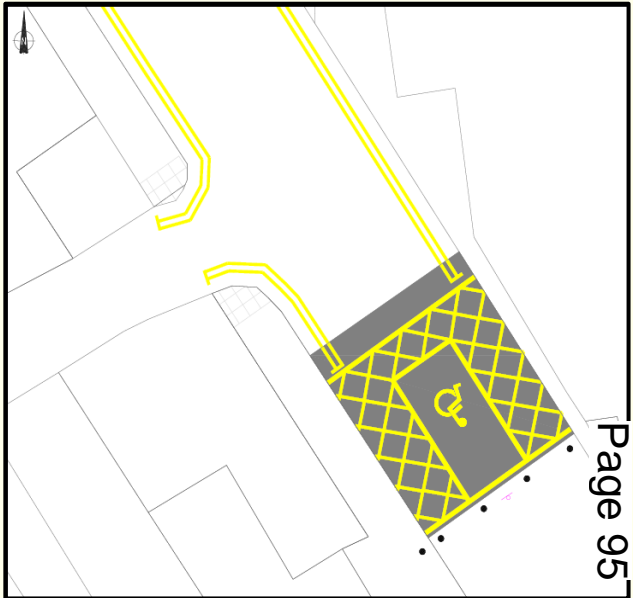


	Proposed Remove	Proposed Remain
Initial plans Feb 24 (Engaged on)	c.80 (61%)	c.50
WIP Plan July 24 Alternative solutions	c.97 (74%)	c. 34

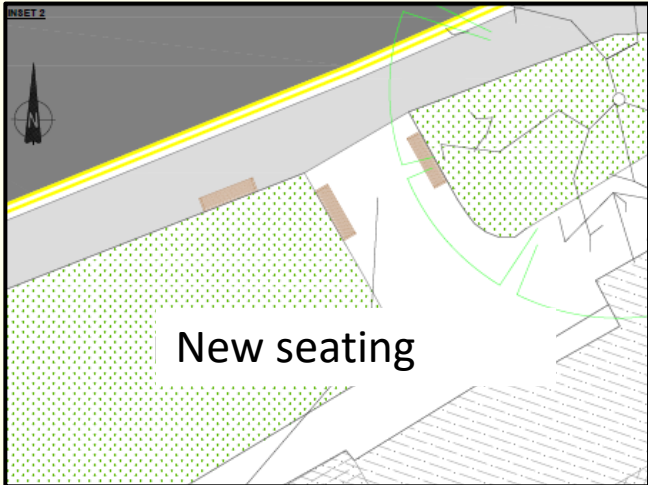
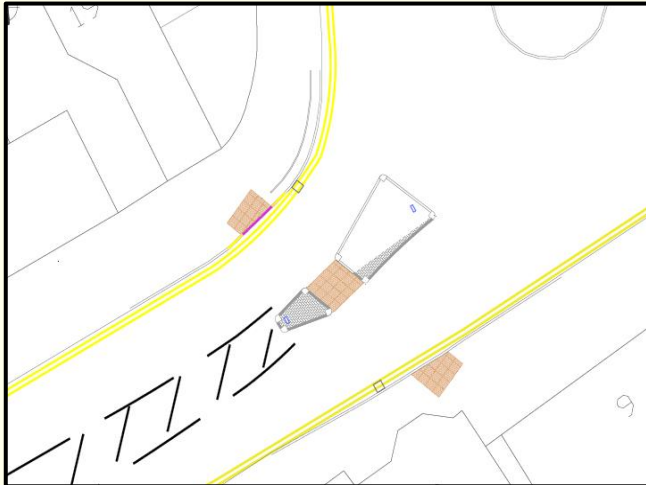


# Accessible Blue Badge Car Parking

	Existing	Proposed
Halifax /Coopland	3	2
Cross Street	2	3
School Street	2	1
Total	7	6
Net loss		1



## New crossing and seating at WMC



# Examples of materials palette TBC



# Beyond Phase 2 – the long-term plan

Based on engagement survey the next step would be to explore: -

- Work with the community to trial events – programme for road closures and funding for events
- Seeking funding to deliver adoption of main shopping area – including look to private owners for contribution
- Reviewing the pedestrianisation study options, consult with businesses to assess impact of any change in road use
- Undertake feasibility of School Street parking to identify improvements
- Working with Acomb Explore to extend pedestrian priority and compliment recent Library Arts/ council funding
- Reviewing Morrisons junction
- Reviewing WMC future plans, scope to enhance green open area

# You said.... We did

You said	What's proposed
<b>Make more things happen in the space</b>	<ul style="list-style-type: none"> <li>• Regular market introduced</li> <li>• Lots of ideas and volunteers for community events</li> <li>• Work on a programme to regularly close road to help deliver this</li> </ul>
<b>Create welcome gateway entrances</b>	<ul style="list-style-type: none"> <li>• Extend York Road proposals</li> <li>• Create another West End entrance instead of 3<sup>rd</sup> raised table at Green Lane</li> </ul>
<b>Create new central space</b>	<ul style="list-style-type: none"> <li>• Wide generous crossing, electrical point “event column”, more greenery</li> <li>• Consider spatial requirements for more markets and events</li> </ul>
<b>Bollard review</b>	<ul style="list-style-type: none"> <li>• Remove ~ 90 bollards, use alternative seating and planters to protect kerblines</li> <li>• Review and declutter highway signage</li> </ul>
<b>Create safer place for people through reducing vehicle dominance in the space</b>	<ul style="list-style-type: none"> <li>• Wide generous crossings, 20mph speed limit, physically change the appearance of the carriageway and reduce clutter</li> <li>• Devising scope for pedestrianisation feasibility</li> </ul>
<b>Address misuse of Blue Badge car parking spaces</b>	<ul style="list-style-type: none"> <li>• Clear, accessible BB car parking in 3 locations</li> <li>• Clear signage and support with greater enforcement</li> </ul>

# You said.... We did

You said	What's proposed
<b>Build on community sense of place and identity. Consider mural locations</b>	<ul style="list-style-type: none"> <li>• Work with community group to develop their logo ideas into wayfinding signs</li> <li>• Seek additional funding, develop scope and procure specialist to deliver mural and involve local schools/ community for ideas</li> </ul>
<b>Better links across Front Street</b>	<ul style="list-style-type: none"> <li>• New crossing point at Morrisons</li> <li>• Seating outside the Working Men's Club</li> </ul>
<b>Repair broken toilets</b>	<ul style="list-style-type: none"> <li>• Upgrade to two accessible cubicles</li> <li>• Create clear pedestrian access to building &amp; signage to raise awareness</li> </ul>
<b>More greenery and seating with no temporary pop-up features</b>	<ul style="list-style-type: none"> <li>• Introduce grouped social seating areas with planting, low maintenance</li> <li>• Move and create additional "happy to chat bench"</li> <li>• Use permanent seating rather than temporary furniture</li> </ul>
<b>Fill in the street – one flat level, close to traffic, pedestrianise</b>	<ul style="list-style-type: none"> <li>• Assessed highway guidance and accessibility requirements. At this time creating a flat level surface is not acceptable to the council however we have worked with urban designers to physically change the colour/ surface of carriageway, that will change usage and behaviour of people in the space when traffic gate is down (pedestrian zone)</li> <li>• Review scope for pedestrianisation feasibility and commission study. Look at how experimental/ extending existing TRO's could be used in a phased approach (e.g. to increase pedestrian zone into early evening)</li> </ul>

# Next steps

- **Two-fold approval process**
  - Joint Ward Committee Meeting 10<sup>th</sup> July with University of York to listen to your feedback
  - **18<sup>th</sup> July Executive Progress Report**
  - **9<sup>th</sup> September Pre-Decision Scrutiny Committee**
  - **24<sup>th</sup> September costed final scheme delegated to Executive Member Decision Session for Economy & Culture** (in consultation Executive Member for Transport)
- **Three opportunities for public comments on scheme**



# Programme

Programme v27 est 3.7.24 WIP		Jul-24				Aug-24				Sep-24				Oct-24				Nov-24				Dec-24				Jan-25				Feb-25						
		8.7.24	15.7.24	22.7.24	29.7.24	5.8.24	12.8.24	19.8.24	26.8.24	2.9.24	9.9.24	16.9.24	23.9.24	30.9.24	7.10.24	14.10.24	21.10.24	28.10.24	4.11.24	11.11.24	18.11.24	25.11.24	2.11.24	9.12.24	16.12.24	23.12.24	30.12.24	6.1.25	13.1.25	20.1.25	27.1.25	3.2.25	10.2.25	17.2.25	24.2.25	
REPORTING	Executive Meeting 18th July	█																																		
	Ward Committee Mgmts - Briefing groups	█																																		
	Pre Decision Scrutiny Committee 9th Sept									█																										
	DECISION SESSION Economy 24th Sept											█																								
STAT Consultation	Streetworks Permits for Road Closure	█	█										NOTICE	Construction										CHRISTMAS Embargo												
	Events / Activity TTRO for block community events	█	█	█	█	█	█																													
	TRO Stat Consultation TRO's 20mph and BB York Rd min 3 wk consultation 2wks seal order and complete notifications		NOTICE	1	2	3	4	5	6																											
DESIGN	Detail Design	█	█	█	█	█	█	█	█																											
	some items order 10 wks / delivery																																			

- Since engagement period there have been two consecutive pre-election periods (Mayoral & GE)
- Pre-election periods place restrictions on the information the council can share with the community
- Therefore, the July Executive Report is first opportunity to share progress/ updates

**Any questions?**

**Reminder:**

**University of York session to listen to your feedback**



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## Corporate Services Climate Change and Scrutiny Management Committee

9 September 2024

Report of the Director of Governance  
Leader, Portfolio Holder for Policy, Strategy and Partnerships

### Review of the Scrutiny Function

#### Summary

1. In February 2024, a Local Government Association (LGA) Peer Challenge was undertaken at the City of York Council. The subsequent report that was presented to the Council's Executive in May 2024 included the following remarks:  
"Scrutiny arrangements at CYC would benefit from review. As a function of governance, it can be hugely beneficial for quality of decision-making if it is fully supported and empowered to be a positive and integral part of policy development. It is clear that this is recognised by the administration as an area where a fresh look at how improvements can be made would also be a good use of time and effort."
2. The council has prepared a detailed draft Corporate Improvement Action Plan, which includes work to strengthen and review scrutiny oversight.

#### Background

3. Overview and scrutiny committees were established in English and Welsh local authorities by the Local Government Act 2000. They were intended as a counterweight to the new executive structures created by that Act. Their role was to develop and review policy and make recommendations to the council. Relevant councils must have at least one overview and scrutiny committee.
4. The legislative provisions for overview and scrutiny committees for England are set out in Section 9F of the Act as amended by Localism Act 2011. These state:

- Executive arrangements by a local authority must ensure that its overview and scrutiny committee has power (or its overview and scrutiny committees, and any joint overview and scrutiny committees, have power between them)—
  - to review or scrutinise decisions made, or other action taken, in connection with the discharge of any functions which are the responsibility of the executive,
  - to make reports or recommendations to the authority or the executive with respect to the discharge of any functions which are the responsibility of the executive,
  - to review or scrutinise decisions made, or other action taken, in connection with the discharge of any functions which are not the responsibility of the executive,
  - to make reports or recommendations to the authority or the executive with respect to the discharge of any functions which are not the responsibility of the executive,
  - to make reports or recommendations to the authority or the executive on matters which affect the authority's area or the inhabitants of that area.
5. Overview and scrutiny committees must have the power to 'call in' decisions made by their executives but not yet implemented. The statutory minimum requirement is that "call in" enables the scrutiny committee to recommend that the decision be reconsidered by the person who made it.
6. Local authorities also have limited powers of 'external scrutiny', where their committees look at issues which lie outside the council's responsibilities, with specific powers to scrutinise health bodies, community safety partnerships, and Police and Crime Commissioners.
7. The City of York council Scrutiny structure consists of four Scrutiny Committees, each of which has 10 scheduled meetings each year:
- Corporate Services, Climate Change and Scrutiny Management Committee

- Children, Culture and Communities Scrutiny Committee
  - Economy, Place, Access and Transport Scrutiny Committee
  - Health, Housing and Adult Social Care Scrutiny Committee
8. The Corporate Services, Climate Change and Scrutiny Management Committee acts as the overarching committee, meeting separately as a “calling in” committee to consider call in requests.

## Options

9. The Centre for Governance and Scrutiny (CfGS) exists to help councils implement transformative governance, offering guidance and practical support. As part of their work, they offer councils a Scrutiny Impact Review, which will include the following:
- Review of current arrangements around operating culture, behaviours, relationships, and mindset
  - Evaluation of organisational commitment and clarity of purpose
  - Observation of member and officer skills and capacity
  - Investigation of the current impact of the scrutiny process
  - Production of a report based on the findings
  - Provision of actionable recommendations to enhance scrutiny arrangements, ensuring they are robust, impactful, and contribute to better governance outcomes
  - Evaluation and enhancement the effectiveness of scrutiny
  - Application of best practices along with statutory and non-statutory guidance, to ensure scrutiny processes are effective and aligned with national standards
10. Officers have met with the CfGS alongside representatives from the LGA, to discuss the potential of them supporting a scrutiny impact review for CYC. The LGA has indicated that there is some likelihood that they will be able to part fund the cost of the review, with the remaining costs to be met by CYC. A draft proposal has been received and the indicative cost of the review is £17,000. Details of any external support element are awaited, and will be reported to members as soon as the information is received, along with details of the proposal.
11. Alternately, members may wish to pursue other options such an internal, member/office led review, or to investigate other sources of external support.

## Implications

12. **Financial** There is no dedicated reserve for actions arising from the LGA Peer Review. The anticipated cost of the review work is £17,000. It is not yet known what level of external contribution may be on offer, and further comment may be provided once this information is available.
13. **Human Resources (HR)** None arising.
14. **Legal** The Council has a statutory duty to operate a scrutiny function.
15. **Equalities and Human Rights** None directly arising from the report. Any review of the scrutiny function will fully address these issues.
16. **Reputational** Failing to review the way in which Scrutiny operates at CYC, and the structures and resources that support Scrutiny, may have a detrimental effect, both internally and externally, on the reputation of the authority in terms of the effectiveness of the Scrutiny function.

## Recommendation

17. The Committee is invited to consider all options available in respect of a review of the council's scrutiny function.

## Contact Details

### Author:

Lindsay Tomlinson  
Head of Democratic Governance  
[Lindsay.tomlinson@york.gov.uk](mailto:Lindsay.tomlinson@york.gov.uk)

### Chief Officer Responsible for the report:

Bryn Roberts  
Director of Governance

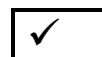
Report  
Approved



Date 30/08/24

### Wards Affected:

All



For further information please contact the author of the report

**Background Papers:**

LGA Peer Review Report: [LGA Corporate Peer Challenge Final Report \(york.gov.uk\)](https://www.york.gov.uk/peer-review-report)

Corporate Improvement Framework: [Annex B DRAFT IMPROVEMENT FRAMEWORK FINAL FOR CONSULTATION.pdf \(york.gov.uk\)](https://www.york.gov.uk/cif)

Statutory Guidance, Overview & Scrutiny:

<https://www.gov.uk/government/publications/overview-and-scrutiny-statutory-guidance-for-councils-combined-authorities-and-combined-county-authorities/overview-and-scrutiny-statutory-guidance-for-councils-combined-authorities-and-combined-county-authorities>

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**Scrutiny Work Plan**

<b>Meeting Date</b>	<b>Committee</b>	<b>Agenda Item</b>
09/09/24	CSMC	<ul style="list-style-type: none"> <li>• Acomb Front Street</li> <li>• Scrutiny process</li> </ul>
11/09/24	HHASC	<ul style="list-style-type: none"> <li>• Pharmacies</li> <li>• Homelessness Future Resettlement Pathway</li> </ul>
24/09/24	EPAT	<ul style="list-style-type: none"> <li>• Neighbourhood Caretakers: can Scrutiny inform these plans?</li> <li>• Travel to School - plans for each school to make daily journeys safer, increase active travel, reduce congestion and air pollution around school sites</li> </ul>
01/10/24	CCC	<ul style="list-style-type: none"> <li>• Finance &amp; Performance Q1 (for information)</li> <li>• Early Years and Childcare Reforms</li> <li>• Virtual School Annual Report</li> </ul>
07/10/24	CSMC	<ul style="list-style-type: none"> <li>• F&amp;P Outturn 2023/24</li> <li>• Finance &amp; Performance Monitor Q1</li> <li>• Budget Setting Process</li> <li>• Major Projects - York Central</li> </ul>

The Forward Plan can be found [here](#).

**Committees**

CSMC	Corporate Services, Climate Change and Scrutiny Management Committee
EPAT	Economy, Place, Access and Transport Scrutiny Committee
HHASC	Health, Housing and Adult Social Care Scrutiny Committee
CCC	Children, Culture and Communities Scrutiny Committee

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**Corporate Services, Climate Change and Scrutiny Management Committee  
Work Plan 2024/25**

<b>Theme</b>	<b>Item</b>	<b>Lead Officer / Exec Member</b>	<b>Scope</b>
<b>13 May 2024</b>			
	Ten Year Strategies	Claire Foale Cllrs Kilbane, Kent, Ravilious, Coles, Douglas	Stocktake on the status of these strategies
Regular Report	Petitions Schedule Council Motions	Bryn Roberts / Dawn Steel	Review of petitions schedule and progress with implementation of Full Council motions
<b>10 June 2024</b>			
	York pipeline of proposals for the Y&NY Combined Authority	Sam Blyth	
<b>08 July 2024</b>			
	Corporate Improvement Framework	Claire Foale Cllr Douglas	Pre-decision scrutiny
	HR policy and terms and conditions approval journey	Helen Whiting Cllr Douglas	
	York pipeline of proposals for the Y&NY Combined Authority	Sam Blyth Claire Foale Cllr Douglas	

<b>09 September 2024</b>			
	Acomb Front Street	Kathryn Daly/ Cllr Kilbane	Pre-decision scrutiny
	Scrutiny process – Issue arising from the LGA peer review	Lindsay Tomlinson Cllr Douglas	For information
<b>07 October 2024</b>			
	F&P 2023-24 Outturn	Debbie Mitchell / Ian Cunningham	
	Finance & Performance Monitor Q1	Debbie Mitchell / Ian Cunningham	
	Budget setting process	Debbie Mitchell / Ian Cunningham	
	Major Projects - York Central	Claire Foale/James Gilchrist Cllr Lomas	Update report last received in March 2024
<b>11 November 2024</b>			
	Annual Report Complaints/Compliments	Lorraine Lunt	
	Workforce Strategy	Helen Whiting Cllr Douglas	
Regular report	Council Motions and Schedule of Petitions	Bryn Roberts / Lindsay Tomlinson	Review of petitions schedule and progress with implementation of Full Council motions
<b>09 December 2024</b>			
	Finance & Performance Monitor Q2	Debbie Mitchell / Ian Cunningham	

	Procurement, Social Value Policy	Chloe Wilcox, Debbie Mitchell Cllr Lomas	
	York Climate Commission	Shaun Gibbons Cllr Kent	At the May 2024 meeting it was agreed that the committee would receive a report on the refreshed Climate Commission to better understand its role
<b>20 January 2025</b>			
	Carbon Offsetting/Insetting strategy	Shaun Gibbons Cllr Kent	At the April 2024 meeting it was resolved that the strategy be brought to the committee for comment prior to approval
	Major Projects - Castle Gateway	Katie Peeke-Vout Cllr Lomas	Update report last received in September 2023
	Update re: Scrutiny process – Issue arising from the LGA peer review	Lindsay Tomlinson / Bryn Roberts Cllr Douglas	
<b>10 March 2025</b>			
	Finance & Performance Monitor Q3	Debbie Mitchell / Ian Cunningham	
	Intermediate Carbon Reduction Targets	Shaun Gibbons Cllr Kent	Brought back to scrutiny for comment

	Y&NY Combined Authority Net Zero Projects	Shaun Gibbons Cllr Kent	Last discussed at the December 2023 meeting at which it was resolved that the committee would monitor the progress of these and other Net Zero projects
<b>14 April 2025</b>			

### Unallocated items

<b>Item</b>	<b>Origin</b>	<b>Lead Officer and Exec Member</b>	<b>Notes</b>
Telecoms digital switchover	Discussed at January 2024 meeting at which it was resolved that the committee receive further updates as the switchover progresses	Roy Grant / Pauline Stuchfield	2025?
Improving Customer Experience	Last discussed at the September 2023 meeting when it was resolved that a report be brought to the committee prior to approval by Executive	Claire Foale Cllr Douglas	On hold due to internal restructure.

<b>Item</b>	<b>Origin</b>	<b>Lead Officer and Exec Member</b>	<b>Notes</b>
Air Quality Action Plan			EPAT
Blue Badge Application process	Discussion in October 2023	Pauline Stuchfield  Cllr Lomas	It was resolved to keep a watching brief, so do not propose this is added to the work plan unless specific issues arise

### **Possible Task & Finish Groups**

<b>Topic</b>	<b>Aims and objectives</b>	<b>Membership</b>
Procurement		
Community Infrastructure Levy	Better understand the approach to implementation of the CIL in parished and unparished areas, and in particular, what advantages parished areas might have.	
Council Communications with Residents		

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