



**Notice of a public meeting of
Executive**

To: Councillors Douglas (Chair), Kilbane (Vice-Chair), Coles, Kent, Lomas, Pavlovic, Ravilious and Webb

Date: Thursday, 14 March 2024

Time: 5.30 pm

Venue: The George Hudson Board Room - 1st Floor West Offices (F045)

A G E N D A

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any decisions made on items* on this agenda, notice must be given to Democratic Services by **4:00 pm on Thursday, 21 March 2024**.

*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent, which are not subject to the call-in provisions. Any called in items will be considered by the Customer and Corporate Services Scrutiny Management Committee.

1. Declarations of Interest

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.

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

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

- (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.*

2. Minutes (Pages 1 - 16)

To approve and sign the minutes of the Executive meeting held on 20 February 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 Executive.

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 Tuesday 12 March 2024.

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

Webcasting of Public Meetings

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

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) for more information on meetings and decisions.

4. **Forward Plan** (Pages 17 - 20)
To receive details of those items that are listed on the Forward Plan for the next two Executive meetings.
5. **Procurement of Healthwatch York** (Pages 21 - 34)
This report seeks permission to reprocure the City of York Council's Healthwatch York contract for a maximum 4 year value of £462,440.
6. **The Council's Contract with Make It York** (Pages 35 - 60)
This report sets out the proposal to extend the Term of the current Make it York Limited Service Contract, to grant Make it York a lease/occupational agreement of the Shambles Market site and market office on Silver Street, and sets out any changes to the Service Level Agreement (SLA), charging and invoicing provisions, as well as any property related arrangements for the extended term.
7. **Statement of Community Involvement update** (Pages 61 - 108)
This report requests members to agree an update to the Statement of Community Involvement for consultation purposes.
8. **Delivering additional Gypsy and Traveller Accommodation and improving existing facilities** (Pages 109 - 152)
This report provides an update on the council's Gypsy and Traveller accommodation. It details how existing facilities will be improved and how additional accommodation will be delivered.
9. **Local Transport Strategy update** (Pages 153 - 308)
This report seeks to provide the Executive with an update on the Local Transport Strategy.
10. **Urgent Business**
Any other business which the Chair considers urgent under the Local Government Act 1972.

Democratic Services officer:

Name: Robert Flintoft

Contact details:

- Telephone – (01904) 555704
- E-mail – robert.flintoft@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.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 (01904) 551550

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City of York Council

Committee Minutes

Meeting	Executive
Date	20 February 2024
Present	Councillors Douglas (Chair), Kilbane (Vice-Chair), Coles, Kent, Lomas and Webb
Apologies	Councillors Pavlovic and Ravilious
In Attendance	Councillor Widdowson
Officers in Attendance	<p>Ian Floyd – Chief Operating Officer Bryn Roberts – Director of Governance Debbie Mitchell – Chief Finance Officer Martin Kelly - Corporate Director Children, Families and Education Michael Melvin – Interim Corporate Director of Adults and Integration Peter Roderick – Director of Public Health James Gilchrist - Director of Transport, Environment and Planning Claire Foale - Assistant Director Policy and Strategy Michael Howard - Head of Highways and Transport Shaun Gibbons - Head of Climate Reduction Kathryn Daly - Head of City Development Simon Brereton - Head of Economy Niall McVicar - Head of Innovation and Children’s Champion Abid Mumtaz - Head of All Age Commissioning and Contracting</p>

PART A - MATTER DEALT WITH UNDER DELEGATED POWERS

89. Declarations of Interest (17:31)

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.

90. Minutes (17:31)

Resolved: That the minutes of the Executive meeting held on 25 January 2024 be approved and then signed by the Chair as a correct record.

91. Public Participation (17:32)

It was reported that there had been 7 registrations to speak at the meeting under the Council's Public Participation Scheme.

Cllr Merrett spoke in support of the campaign to reduce speed limits. He highlighted the success in reducing fatalities focus on road safety had in the 90s and 2000s and asked that speed reduction policies be taken into the Local Plan and Transport Strategy.

Anna Semlyen presented a petition from *20's Plenty for Us* on road safety, she asked that the Council support a target of zero deaths or serious road injuries by 2030. Finally she highlighted the difference in stopping distance between 30mph and 20mph.

Andy D'Agorne asked how the Local Bus Service updates would help meet the bus partnerships targets. He stated that the plans didn't address things such as bottlenecks and congestion in the city centre which would prevent meeting targets such as a 25% increase in passengers.

Flick Williams highlighted the negative equalities impact of the bus network changes as outlined in the Equalities Impact Assessment. She practically highlighted the Flaxman Court route loss and that it removed bus access for residents in the area. She asked how these decisions could meet the principals from the transport strategy around shaping a city that is accessible to everyone, shaping healthy places, and reduce dependency on cars.

Cllr Fenton noted that he would have welcomed all Councillors being consulted on the changes to local bus services and hoped for cross party working to maintain the extent of the network. He highlighted the negative impact from the loss of some late night services particularly on those working in hospitality. He

welcomed the reference to Dial and Ride but noted that it will need financial support to run.

Cllr Pearson showed the Executive areas which would be presented with severed connections should the proposed changes be made to the bus network. He asked what mitigations were in place for changes to services such as the 1A or the 13 and suggested that a bus route should service the new Haxby railways station when built to link local areas to the station.

Tony May spoke on behalf of York Civic Trust. He enquired as to how proposed bus service changes would reduce travel deprivation and meet increased patronage targets. He highlighted that the review which had been undertaken did not focus enough on what routes people needed and asked that the review reopened to explore how the Council could meet its targets.

92. Forward Plan (17:56)

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.

93. Local Bus Service Updates (17:56)

Officers introduced the report they confirmed that proposals set out in the report focused on stabilising the bus network in York. They highlighted rising costs and a decline in patronage since the Covid-19 pandemic as having affected the Council's ability to subsidise parts of the network and outlined the proposed criteria for what routes would be subsidised. They confirmed new BSIP and Zebra 2 funding and made a note of progress in converting the last set of buses in York to electric. Finally they confirmed a correction within the report, that recommendation vi of the report should read paragraphs 38 to 64 not 38 to 52 of the report.

The Executive Member for Transport noted that there was a clear clash between the Council's desire for a bus network that meets residents needs and bus operators which wanted to run routes that were profitable. He outlined that until properly funded there would remain this challenge and therefore the proposals

set out in the report were focused on stabilising the current network and add certainty for passengers that services would not be under further threat of ending. He acknowledged that the loss of routes such as Flaxman Court would negatively affect residents but that the subsidies were not enough to continue running the route and welcomed cross party work into alternatives such as Dail and Ride. Finally he noted that proposals to meet the Council's target of increased patronage and lower congestion would come as part of the Local Transport Plan.

Resolved:

Bus Network Review

- i. Noted the York Bus Network Review findings and report produced by Momentum;
- ii. Approved the procurement of short-term bridging extensions to existing subsidised bus contracts for services 1, 4, 6, 10/10A, extending them from 28th April to 2nd June 2024;
- iii. Approved a short-term contract for the weekday bus service 13 for until 2nd June 2024;
- iv. Approved an extension to the short-term contract for the weekday bus service 19, until 2nd June 2024;
- v. Noted the consultation response to proposed supported bus service changes affecting services 1, 11, 12, 13, 14, 16, 19, 24, 25 and 26;
- vi. Agreed to implement the changes recommended in paragraphs 38 to 64 of this report to supported bus services, between June and December 2024
- vii. Delegated authority to the Director of Transport, Environment and Planning (and their delegated officers) in consultation with the Director of Governance and the Chief Finance Officer (and their respective delegated officers) to amend or procure and enter into bus contracts in line with the approved recommendations ii to vi of the report.

BSIP

- viii. Noted the BSIP programme update;
- ix. Noted and approved acceptance of the BSIP Phase 3 allocation of up to £1,153,000 of revenue funding to support delivery of York's BSIP in 2024/25 and to delegate authority to the Director of Transport, Environment and Planning (and their delegated

officers) in consultation with the Director of Governance and the Chief Finance Officer (and their respective delegated officers) to enter into any related funding agreements.

ZEBRA2

- x. Noted the ZEBRA2 bid submission and that an outcome is expected in March 2024, with a further paper to follow if successful.

Reason: In support of a stable, efficient, sustainable, and affordable bus network that delivers the CYC's stated Bus Service Improvement plan objectives in line with the National Bus Strategy and council policy.

94. Construction Skills and Retrofit (18:23)

Officers introduced the report and outlined that there were not currently enough people trained in York to meet the cities needs for retrofitting. Therefore they sought the Executives support for a Construction Skills Initiative, the use of Shared Prosperity Funding to support training, and support for a project to create a Retrofit One Stop Shop York to assist residents in choosing and understanding retrofit work.

The Executive Leader welcomed that the construction industry was keen to work with the Council on developing these skills within the city. The Executive Member for Economy and Transport welcomed previous work undertaken using the Shared Prosperity Fund and outlined that the Executive would use this funding to develop a skills village for training and delivering well-paying jobs.

The Executive Member for Environment and Emergency outlined that two third of York's greenhouse gas emissions came from its buildings. Therefore, she noted that the proposals would help tackle climate change and bring high paid jobs to York. She also welcomed work to provide guidance that would assist residents to know what they can do in their home.

Resolved:

- i. Thanked the founding members of the Construction Skills Partnership for the work they have begun and endorse their approach to developing a Construction Skills Initiative.

Reason: To recognise the work undertaken by industry partners in developing the initiative, and to support the growth of the York economy and the Council's priorities of affordability, environment, equalities and human rights, and health and wellbeing.

- ii. Noted the progress made on developing models for a Construction Skills Village, delivering on-site training and promoting construction as a career to young people and career changers.

Reason: To support Council Plan commitments and City Strategies.

- iii. Delegated authority for implementing the Innovate UK-funded Retrofit One Stop Shop York project to the Corporate Director of Place.

Reason: To support corporate objectives to combat climate change.

- iv. Approved that the Council enters into any necessary collaborative arrangements and/or contracts with its partners to deliver the ROSSY project, and to delegate authority to the Corporate Director of Place, in consultation with the Chief Finance Officer and the Director of Governance (or their delegated officers), to determine the terms and conditions, and any subsequent modifications and/or extensions thereto.

Reason: To ensure compliance with the Council's Contract Procedure Rules under Appendix 11 of the Council's Constitution and, where applicable, the Public Contract Regulations 2015.

- v. Approved that the Council enters into any necessary grant funding agreements with the funder, Innovate UK, and any necessary onward grant funding

agreements with its partners and/or any other third-parties to deliver the ROSSY project, and to delegate authority to the Corporate Director of Place, in consultation with the Chief Finance Officer and the Director of Governance (or their delegated officers), to determine the terms and conditions of any grant funding agreements entered into, and the provisions of any subsequent modifications and/or extensions thereto.

Reason: To ensure compliance with the Subsidy Control Act 2022, the Council's Financial Regulations under Appendix 10a of the Council's Constitution and the Council's Contract Procedure Rules.

95. Harewood Whin Green Energy Park (GEP) – Project Initiation (18:49)

Officers outlined the proposed Harewood Whin Green Energy Park (GEP) project. They confirmed that the site was not appropriate for housing or farming but had been identified for a green energy park and money from the York and North Yorkshire Combined Authority had been secured for developing a business case. It was noted that the proposal could deliver enough energy to power 10,000 homes.

The Executive Member for Environment and Climate Emergency welcomed the report and noted that the proposal to move household waste depot was only a proposal to explore as part of the business case and no decision would be made on this currently. She welcomed the sites potential with sun and wind based renewable energy and the wide set of options to be explored when developing a business case.

Resolved:

- i. Agreed to initiate the Harewood Whin GEP project and the development of a Strategic Outline Case for a preferred way forward.

Reason: To assess the viability and feasibility of the proposed project, reaffirm the strategic context, and determine a preferred way forward for the project that is financially viable.

- ii. Agreed that a Strategic Outline Case will be prepared for the project and presented to the Executive at the conclusion of the first stage of project development (Gateway Review 1).

Reason: To enable the Executive to review the Strategic Outline Case (business case) and determine whether to authorise the project to proceed to the next stage of project development.

- iii. Agreed to initiate governance to assure the project and delegate financial authority for this stage to the Corporate Director of Place to allow the project to proceed to the next Executive decision.

Reason: To progress the project to this next stage, operating within the £243,500 budget allocated by the MCA.

96. York Tourism Strategy (19:05)

Officers introduced the report and confirmed that the strategy was a partnership piece of work with city partners and asked that the Executive recommend it to Council to approve on behalf of the city. They noted that a section on the Local Visitor Economy and Partnerships should have been included, it was confirmed that York and North Yorkshire had been successful in their bid to be recognised as a LVEP partnership, LVEP work will see the Council match its tourism strategy with the emerging Combined Authority.

The Executive Member for Economy and Transport thanked partners for their work in developing the strategy.

Resolved:

- i. Noted the YNYLVEP status and the requirement to work collaboratively with North Yorkshire Council to prepare a YNY LVEP Year 1 Growth Action Plan and a framework which aligns the York Tourism Strategy and the North Yorkshire Destination Management Plan by 31st March 2024; and
- ii. Delegated the sign off for York input to the collaborative work on the YNYLVEP Growth Action

Plan/YNYLVEP Framework, and any subsequent modifications and/or extensions thereto, to the Corporate Director of Place (and their delegated officers) in consultation and input with other Directors (and their delegated officers) where required.

Reason: To enable collaborative work on the YNLVEP to continue with North Yorkshire Council and Make It York.

97. Children and Young People's Plan 2024-2027 (19:27)

Officers introduced the report and noted that the Children and Young People's Plan sets out the Council's shared ambition with its partners. They confirmed that while it was no longer mandatory many local authorities continue to develop them to support young people.

The Executive Member for Children, Young People and Education stated that the plan was in place to help children and young people thrive. He outlined the importance as a York family to support young people and the duty of care the Council and its partners had.

Resolved:

- i. Agreed the Children and Young People's Plan.

Reason: This is to enable the implementation of the Children and Young People's Plan alongside partners.

98. Corporate Parenting Strategy (19:35)

Officers outlined that one of the Council's main responsibilities was its role as a corporate parent and that this responsibility had to be considered in everything the Council would undertake. They confirmed that the strategy had been developed working with care experienced people and would feed its work back through the Corporate Parenting board.

The Executive Member for Children, Young People and Education highlighted that the number of children in care was reducing after reaching a high of 280 under the Council last administration. He thanked care experiences people for their help in developing the strategy and thanked York's foster cares for there work. He stated that if anyone was considering being a foster parent that they should contact the Council.

Resolved:

- i. Agreed the Corporate Parenting Strategy.

Reason: This is to enable the implementation of the Corporate Parenting Strategy and its supporting action plan.

99. Update regarding the Recommission of the current York Reablement service (19:46)

Officers introduced the report which sort approval to extend the current Reablement Service contract for 6 months to allow Adult Social Care Commissioners time to recommission the Reablement Service. As well as, incorporating the Rapid Response Service into the Reablement Service and tender both services as one opportunity to the open market. They confirmed that the contract would be tendered for £1.4m with a £1.5m ceiling. They confirmed that unlikely previously the contract would be paid on a performance basis noting that previously the value of the contract had not always been meet.

The Executive Member for Health, Wellbeing and Adult Social Care welcomed the report, she noted that the Council was not getting full value from the current contract and it was vital the Council got the reprocurement correct. She highlighted the growing number of those with care needs in the city. She welcomed the additional £1.5m funding provided by central government but noted that this did not meet the challenges posed in adult social care, therefore, it was vital that the Council got the best value for money when commissioning its contracted work.

Resolved:

- i. Noted the current progress and delays to the recommissioning of the Reablement Service since the previous report to the Executive attached as Appendix A;
- ii. Approved the approach to incorporate the Rapid Response Service into the current re-commissioning of our Reablement Service through a joint competitive tendering process, joint specification, and joint contract;
- iii. Approved the revised Open Procurement Procedure timetable set out at Appendix A;
- iv. Approved the extension of the current Reablement Service Contract with HSG;
- v. Delegated authority to the DASS (and their delegated officers) in consultation with the Chief Finance Officer (151 Officer) (and their delegated officers) to seek Providers from the market for the delivery of the new combined Reablement and Rapid Response Service contract (with an initial term of 2-years, and an option for 2-further extensions of 1- year each) via an open, fair and transparent competitive procurement process and evaluation criteria in compliance with the new Procurement Timetable at Appendix A of this Report, the CYC CPRs and the Light Touch Regime under Regulations 74 to 76 and Schedule 3 (the “Light Touch Regime”) of Procurement Regs;
- vi. Delegated authority to the DASS (and their delegated officers), in consultation with the Director of Governance (and their delegated officers), to determine the provisions of the new combined Reablement and Rapid Response Service contract, and to award and conclude the Community Wellbeing contract following an open, fair and transparent competitive procurement process and evaluation criteria in compliance with the new Procurement Timetable at Appendix A of this Report, the CYC CPRs and the Light Touch Regime under the Procurement Regs;
- vii. Delegated authority to the DASS (and their delegated officers), in consultation with the Chief Finance Officer (151 Officer) (and their delegated officers) and the Director of Governance (and their delegated officers), to determine the provisions of and conclude

- any subsequent extensions and/or variations to the new combined Reablement and Rapid Response Service contract in compliance with the new contract's terms and conditions, the CYC CPRs and the Light Touch Regime under the Procurement Regs; and
- viii. Delegated authority to the DASS (and their delegated officers), in consultation with the Director of Governance (and their delegated officers), to determine the provisions of and conclude with HSG the 6- month extension to the current Reablement Contract commencing on 1st April 2024 until 30th September 2024, to allow CYC time to commission and transition to the new combined Reablement and Rapid Response Service contract in compliance with the new Procurement Timetable at Appendix A of this Report, the CYC CPRs and the Light Touch Regime under the Procurement Regs.

Reason: Approval The Reablement Service was given by Executive on 12th October 2023 to proceed with a competitive tendering process resulting in a new service being implemented from the 1st April 2024.

The Reablement Service is funded by the Better Care Fund and has contributions from both the Council and the ICB. Additional stakeholder engagement has been completed via workshops and multi-agency meetings and this has enabled the specification to be finalised whilst all partners made the necessary contribution to the service specification. Completing this work has caused a delay from the previous timescales submitted.

Further, during this delay period it became clear that there was an opportunity to incorporate the Rapid Response Service into the Reablement Service which would provide efficiencies, improved outcomes, and simplified pathways for people to access both Services. Reducing the need for more costly care such as Residential care.

Tendering both the Reablement and Rapid Response Services together will maximise the use of CYC resources and comply with the CYC CPRs

Rules in terms of completing an open, fair, and transparent process.

The market has not been approached since 2017 and 2019 for these services therefore CYC need to ensure we are receiving value for money. This approach also avoids having to complete two separate tendering exercises. The procurement procedure is subject to the Light Touch Regime under the Procurement Regs and will be completed as an Open Procurement Procedure (see Appendix A for the revised Open Procurement Procedure timetable).

Approving both the revised timetable at Appendix A and the proposed 6-month extension to the current HSG Reablement Service contract will provide the necessary additional time to incorporate the Rapid Response Service into the new contract and allow sufficient time to tender, award and mobilise the new joint service with a start date of 1st October 2024.

If the new timetable and proposed extension to the current Reablement Service contract are not approved, then the Reablement Service contract with HSG will expire on 31st March 2024, CYC will have no replacement service in place, and CYC is at risk of breaching its statutory duties under the Care Act 2014.

Further if, CYC do not proceed to the market, it is highly likely that a challenge from providers would be presented as they have, they have not been given the opportunity to bid for new business in a fair, open, and transparent manner. This would be in direct conflict with the Procurement regs and the CYC CPR's. If provider/s were successful in challenging CYC there could be potential legal fees and additional costs in terms of service provision to be paid. Finally, CYC is at risk of reputational damage if Procurement Regs and the CYC CPR's are not complied with by not tendering business opportunities as this could be perceived as collusion with particular providers within the market.

100. Health Protection Annual Assurance Report 19:49)

The Director of Public Health introduced the report which sort to update and provide assurance to the Executive regarding the work of the Public Health team. He noted the work undertaken during the Covid-19 pandemic and the importance of preparedness against future events and suggested a yearly report be brought to the Executive. He outlined Public Health's current work in the city and noted that the biggest current threat could come from measles and concerns regarding the rise in sexual health care needs suggesting another area of crisis in health care.

The Executive Member for Health, Wellbeing and Adult Social Care thanked the Public Health team for their work. She acknowledged the rise in vaccine fatigue and encouraged people to continue taking up vaccines. She welcomed the work undertaken as outlined in the report and the efforts to learn from the Covid-19 pandemic and improve preparedness.

Resolved:

- i. Noted the report.

Reason: To ensure the Executive are assured of the health protection arrangements in place to protect the local population.

PART B - MATTERS REFERRED TO COUNCIL

101. York Tourism Strategy

Officers introduced the report and confirmed that the strategy was a partnership piece of work with city partners and asked that the Executive recommend it to Council to approve on behalf of the city. They noted that a section on the Local Visitor Economy and Partnerships should have been included, it was confirmed that York and North Yorkshire had been successful in their bid to be recognised as a LVEP partnership, LVEP work will see the Council match its tourism strategy with the emerging Combined Authority.

The Executive Member for Economy and Transport thanked partners for their work in developing the strategy.

Recommended:

- i. Thanked the Tourist Advisory Board (TAB) for their work in preparing a new York Tourism Strategy and recommended the strategy to Full Council so that it can be adopted on behalf of the city.

Reason: To recognise the work undertaken by TAB and industry partners in preparing the strategy, and to support the growth of the York economy and the Council's priorities of affordability, environment, equalities and human rights, and health and wellbeing.

Cllr Douglas, Chair

[The meeting started at 17:31 and finished 20:06].

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Forward Plan: Executive Meeting: 14 March 2024

Table 1: Items scheduled on the Forward Plan for the Executive Meeting on 18 April 2024

Title and Description	Author	Portfolio Holder
<p>Recommissioning of Sensory Services in York</p> <p>Purpose of Report: Local authorities have a statutory duty to prevent, reduce or delay needs for care and support (Care Act 2014 section 2) for all adults including carers; this means early intervention to prevent deterioration and reduce dependency on support from others including those with sensory impairments. The current Sensory Support service contract is coming to an end this year, the commissioning team are in the process of recommissioning the service. The purpose of the report is for Executive Meeting to review the report and recommendations to come to a decision on the best option to go forward.</p> <p>The Executive will be asked: To recommend the best option to recommission York Sensory Support Services.</p>	<p>Edward Njuguna, Commissioning Manager</p>	<p>Executive Member for Health, Wellbeing and Adult Social Care</p>
<p>LGA Peer Challenge – report, recommendations and action plan</p> <p>Purpose of report: An LGA Peer Challenge took place in February 2024. The LGA Peer Challenge set out to understand how the council operates, exploring the council’s leadership at place and organisational level, governance, culture, financial management and capacity to improve, with a focus on improving customer service and working closely with regional partners to best represent York’s interests.</p>	<p>Claire Foale, Assistant Director of Policy and Strategy</p>	<p>Executive Leader inc. Corporate Services, Policy, Strategy and Partnerships (and Devolution)</p>

Title and Description	Author	Portfolio Holder
<p>The LGA report presented to Executive shares their recommendations about how the council can improve, the council's strengths and areas of concern. In response to the LGA Peer Challenge, the council will share an action plan setting out the activities and projects that will support the council be best placed to address issues and consider opportunities.</p> <p>Members will be asked to: Note the LGA Peer Challenge report and recommendations, and approve the council's action plan in response to the LGA recommendations and consider next steps.</p>		
<p>Recommissioning of Sensory Services in York</p> <p>Purpose of Report: Local authorities have a statutory duty to prevent, reduce or delay needs for care and support (Care Act 2014 section 2) for all adults including carers; this means early intervention to prevent deterioration and reduce dependency on support from others including those with sensory impairments. The current Sensory Support service contract is coming to an end this year, the commissioning team are in the process of recommissioning the service. The purpose of the report is for Executive Meeting to review the report and recommendations to come to a decision on the best option to go forward.</p> <p>The Executive will be asked: To recommend the best option to recommission York Sensory Support Services.</p>	<p>Edward Njuguna, Commissioning Manager</p>	<p>Executive Member for Health, Wellbeing and Adult Social Care</p>

Table 2: Items scheduled on the Forward Plan for the Executive Meeting on May 2024

None currently listed.

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Meeting:	Executive
Meeting date:	14 March 2024
Report of:	Director of Customer and Communities
Portfolio of:	Cllr Coles – Executive Member for Health, Wellbeing and Adult Social Care

Procurement of Healthwatch York

Subject of Report

1. This paper seeks permission to reprocur the City of York Council's ("the Council") Healthwatch York contract for a maximum 4 year value of £462,440 (subject to adjustments as specified in paragraph 9).
2. This will enable the officers to implement the tendering process to align with the expiry of the existing contract and ensure there is a continuous service to the residents of York.

Benefits and Challenges

3. The key benefits of making the decisions outlined in this report are:
 - a) This provides a voice to the residents of York that receive health or care services.
 - b) There is a requirement for the service to be commissioned as independent of the Council. This enables any consultation to be impartial and provides a skilled, connected resource that can be commissioned for additional bespoke work.

Policy Basis for Decision

4. The Health and Social Care Act 2012 established Healthwatch, nationally as Healthwatch England and locally through the requirement to have a local Healthwatch in each local authority area.

5. Healthwatch York are a required member of the Health and Wellbeing Board and therefore support and inform the Health and Wellbeing Strategy and its delivery.
6. Healthwatch York supports all 4 of the key council plan priorities:
 - a) **Affordability** – by providing a voice where services affecting the health and wellbeing of York residents are impacted – for example lack of access to NHS dentistry.
 - b) **Equalities and Human Rights** – Healthwatch England and the local Healthwatch has a role in promoting and protecting equality and human rights for everyone who uses health and social care services. The service will therefore be commissioned accordingly.
 - c) **Health Inequalities** – Where health inequalities are identified through resident views, Public Health data or other means then the provider will respond accordingly.
 - d) **Environment** – there will be a requirement within the tender process to define what processes the provider would have in place to minimise environmental impact.
7. Local Healthwatch are funded by and accountable to local authorities, reflecting central government funding, through the Local Reform and Community Voices Grant and Local Government Financial Settlement. Their main statutory functions under Section 2 of the Health and Social Care Act 2012 are to:
 - a) Obtain the views of people about their needs and experience of local health and social care services. Local Healthwatch make these views known to those involved in the commissioning and scrutiny of care services.
 - b) Make reports and make recommendations about how those services could or should be improved.
 - c) Promote and support the involvement of people in the monitoring, commissioning and provision of local health and social care services.
 - d) Provide information and advice to the public about accessing health and social care services and the options available to them.
 - e) Make the views and experiences of people known to Healthwatch England, helping them to carry out our role as national champion.

- f) Make recommendations to Healthwatch England to advise the Integrated Care System (“ICS”) to carry out special reviews or investigations into areas of concern.

8. The vision of the service requires:

- a) Healthwatch York to be the independent consumer champion for adult and children’s health and social care in the City of York.
- b) Healthwatch York to be representative of the diverse communities that exist within the City of York. It will provide intelligence, including evidence from people's views and experiences, to influence the policy, planning, commissioning and delivery of publicly funded health, social care and public health services. It will also provide information and advice to help people access and make choices about health, social care and public health services.
- c) Healthwatch York will be a robust and credible player in the local health, social care and public health economy by demonstrating that it has the appropriate level of skills and competencies required to deliver its statutory functions to the highest possible level. It will gain the trust of the general public as well as other health, social care and public health stakeholder groups by being responsive and acting on concerns when things go wrong.
- d) Healthwatch will operate effectively and efficiently so that the Council can demonstrate value for money against an agreed set of outcomes.

Financial Strategy Implications

- 9. The current contract value is £115,610 funded through an element of the Local Reform and Community Voices Grant (£41,750) and base budget (£73,860). There will therefore be required uplift/decrease to this value to align with the grant awards which will affect the total lifetime of contract commissioned value, as specified in paragraph 1 of this report. We are still awaiting the 24/25 grant value.
- 10. There is no specific efficiency identified against this contract value as this exercise was carried out in full, prior to commissioning the existing service 2-years ago.
- 11. To ensure there is sufficient funding in place through the lifetime of the contract, the annual funding award will align with any increase or decrease in funding from the Government.

12. The funding announcements through the government grant awards stated in paragraph 9, take a long period to be announced and allocated to the Local Authorities. This requires the Council to commission on trust and that the Government will continue to award this funding. The risk is reduced by commissioning values being aligned with the government grant award but will be challenging if there is a change in provider due to the delays in understanding the level of funding.
13. Considering the Council's current financial challenge, funding any growth in this area of work outside any grant increases will require compensatory savings to be identified elsewhere across the Council.

Recommendations and Reasons

14. Recommendations:

That Executive is asked to:

- a) approve the decision to go out to tender for Healthwatch York for 4-years under Option 1 within this report.
 - b) to delegate authority to the Director of Customers and Communities in consultation with the Head of Procurement (or their delegated officers) to seek Providers from the market for provision of a total 4-year Healthwatch York contract in compliance with the Council's Contract Procedure Rules and the Public Contract Regulations 2015;
 - c) to delegate authority to the Director of Customers and Communities in consultation with the Director of Governance (or their delegated officers) to determine and conclude the terms of the resulting contract with the chosen provider; and
 - d) to delegate authority to the Director of Customers and Communities in consultation with the head of Procurement and Director of Governance (or their delegated officers) to determine and conclude the terms of any amendments, extensions, and/or modifications to the contract post award in compliance with the Council's Contract Procedure Rules and the Public Contracts Regulations 2015.
15. **Reason:** To meet the council's statutory duty to commission an independent Healthwatch York service.

Background

16. York CVS have been the successful provider for the Healthwatch York service. There are no known additional providers in York that could provide this service in York. A minimum term of 4-years under the new contract would be required to create a marketplace for other organisations in the region to consider the tender.

Consultation Analysis

17. The commissioned provider consults with residents regarding the quality of the service on a periodic basis and reports on the results through annual contract reviews. Healthwatch York are also required to check the levels of knowledge regarding awareness of a Healthwatch service and its function and tries to improve resident awareness of this service.
18. As with the previous contract with York CVS, residents will have the opportunity to engage with the service throughout the lifetime of the new contract. Residents will provide comments regarding the services they receive but can also be trained as volunteers to consult with residents regarding the care they receive.

Options Analysis and Evidential Basis

Options

19. The three options the Executive could consider in respect of this report are below:
 - a) **Option 1** – To agree the recommendation at paragraph 14, to go out to tender for Healthwatch York for 4-years.
 - b) **Option 2** – To provide a reduced contract period of 2-years.
 - c) **Option 3** – To provide a contract until November 2032 (8 years and 3 month) to align with the Health & Wellbeing Strategy. This would be issued on a 4 year 3 months + 2 year + 2 year basis.
 - d) **Option 4** – There is no option 4 not to reprocure as this would place the Council in contravention of its statutory obligations under the Health and Social Care Act 2012.

Analysis

20. It is recommended that the Executive approves Option 1 and the recommendation outlined in paragraph 14.
21. Option 2, would provide a lower contract period resulting in the successful provider having less opportunity to identify, consult and recommend actions on emerging needs.
22. A short contract period requires more resources for the successful and unsuccessful providers as well as the Council.
23. If the lifetime of the contract is reduced to 2-years, then there may not be interest from organisations outside of York bidding in a tender opportunity. Under these circumstances it would be usual practice to carry out a market testing exercise. This would require approval to waive the Council's CPRs and extend the existing contract for two to three months to allow this process to take place. If it is demonstrated that there is not a marketplace to tender the service, then a waiver will be sought in accordance with clause 26.2 of the Council's CPRs.
24. Under the current financial climate, an 8 year contract may create a financial risk and is unlikely to create any efficiencies, although it is recognised it will create more stability for the successful provider. If option 1 was approved the initial consideration for the next procurement process could be to align with the Heath & Wellbeing Strategy by commissioning a 4 year 3 month contract.
25. Option 4, not to reprocure the service, is not used as to let the contract lapse would place the Council in contravention of its statutory obligations under the Health and Social Care Act 2012.

Organisational Impact and Implications

26.

- **Financial**

Inflation relating to the element of the contract funding through the Local Reform and Community Voices Grant will match any future grant funding increases. The element funded from base budget will be cash limited. The lifetime of the contract of the full 4 years would therefore be £462,440 adjusted to each years Government funding awards.

It is assumed that the review two years ago stripped out any non-statutory elements to this contract and it is being provided at the minimum level as required by statute.

- **Human Resources (HR)**

There are no internal HR implications contained within this report. However please note TUPE considerations between the outgoing and incoming provider may apply as stated in the Procurement and Legal sections below.

- **Legal**

The Local Government and Public Involvement in Health Act 2007, which was amended by the Health and Social Care Act 2012, outlines the main legal requirements of Healthwatch. This is underpinned by many other regulations which give more detail about how activities should be undertaken.

Under Sections 221(2) and 227 of the 2007 Act (as amended), local authorities must make provision for the statutory activities in paragraph 7.

Further to the above, every English local authority therefore has a duty to make provision for the delivery of Healthwatch statutory activity under the 2007 and 2012 Acts in their local area. This means establishing a contractual arrangement with a partner that delivers Healthwatch activity. For these reasons, the Council cannot proceed with Option 4, not to procure the service, unless it is prepared to set up its own Local Healthwatch organisation via a new company which would be subject to separate approval(s).

Any contract commissioned under Options 1, 2 or 3 must be procured under a compliant, open, transparent, and fair procedure in accordance with the Procurement Regs and the CYC CPRs.

With regards to the current contract with York CVS, any procurement strategy must also factor in the relevant exit provisions under the current contracts, including (but not limited to) any TUPE and Pension related provisions if there is a change of provider, and any exit management requirements. This will play an important part during the transition and mobilisation period up to the commencement of the new contract.

Finally, under sections 222(2) and 222(8) of the 2007 Act (as amended by section 184 of the 2012 Act) any partner selected to provide Local Healthwatch for the City of York must be a Social Enterprise. They would be considered to be a social enterprise if their organisation is set up as either:

- a. a company limited by guarantee registered as a charity;
- b. a community interest company; or
- c. a charitable incorporated organisation;
- d. an organisation whose constitution states that that over 50% of its distributable profits in each financial year will be used for Healthwatch activities and that said activities are being carried out for the benefit of the community in England,

and they satisfy the relevant criteria under the NHS Bodies and Local Authorities (Partnership Arrangements, Care Trusts, Public Health and Local Healthwatch) Regulations 2012, including that lay people and volunteers are involved in their governance.

- **Procurement**

The contract value for the Healthwatch York service over the proposed maximum of 4-years contract term is an estimated total value of £462,440 (subject to adjustments as specified in paragraph 9 of this report). The requirements to ensure the council fully assesses the market of suitable providers and also ensures Value for Money is obtained must be through an open, fair and transparent competitive procurement process and evaluation criteria in compliance with the Council's Contract Procedure Rules under clause 11.4 of the Council's CPRs and the Public Contract Regs. 2015 soon to be superseded by the Procurement Act 2023.

The Healthwatch York service estimated total contract value for the recommended option is below the current Light Touch Regime threshold of £663,540 therefore there isn't a requirement to publish a Contract Notice but in order to generate sufficient interest from suitable providers there will need to be a strategy established of how this tender will be as widely advertised as possible to ensure the council receives

competitive tenders to be evaluated for the award of the Healthwatch York contract.

Option 3 is above the Light Touch Regime threshold as defined within the Procurement Regs, £663,540, and therefore a Contract Notice and tender documents must be published in the Find a Tender website and on an accessible E-tendering website portal i.e. Yortender respectively in order to openly advertise this tender opportunity and invite competitive tenders to be submitted by interested providers to the Council. There is in the consideration of option 3 if awarding an eight year contract will deliver Value for Money to the council and could represent a financial risk for the council with a committed budget that we may be unable to sustain for the duration of an eight year contract period.

This report confirms within the Legal comments that both the commissioning service and the Commercial Procurement have concluded that this would not be classed as a “Routine Procurement” as defined within the current council Contract Procedure Rules (Nov 2023) Appendix C – Routine Procurements.

The provider of the current contract, York CVS Healthwatch York may have staff that are significantly employed in the delivery of this service and they have been contacted to determine which members of staff might be applicable to the provisions of TUPE. This determination will influence the Procurement Timetable and also collating of the relevant TUPE information so this can be incorporated, if applicable, into the tender documentation. This will ensure that any TUPE transfer provisions are conducted in accordance with The Transfer of Undertakings (Protection of Employment) Regulations 2006 and as amended in 2014 to the successful bidder for the new contract.

- **Health and Wellbeing**

The work of Healthwatch York is vital in challenging practice that impacts on the wellbeing of York citizens. Healthwatch York supports the delivery ten-year Health and Wellbeing Strategy, as well as the core priorities for the city. Healthwatch York also sit on the Health and Wellbeing Board and provide independent reports and peer challenge to the health and social care system in York.

In light of this valuable and statutory role, public health feel there may be added value to issuing a tender for a longer period than four years. A longer contract period provides the opportunity for greater organisational and system stability. Public health would support an eight year tender period, to bring the end date in line with the end of the current ten year health and wellbeing strategy. Public health would also support four year tender period (option 1), with a stated intention to follow with a subsequent four year tender period.

- **Environment and Climate action**

As part of the procurement process, providers should be assessed on their understanding of the carbon emissions associated with delivering this contract and the measures they will take to minimise environmental impact.

- **Affordability**

Healthwatch York provides a free service to the citizens of York. Where residents are concerned about access to services that create challenges regarding affordability. Healthwatch York can raise the awareness of these challenges. An example of this through the lifetime of the existing contract was their report on access to NHS dentistry and regular surveys and reports on the impact of the Cost of living Crisis.

- **Equalities and Human Rights**

The Council recognises, and needs to take into account its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate Page 26 of 31 discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions).

At the time of writing there are no equalities implications identified in respect of the matters discussed in this report. That is in respect to the proposal to provide a continuous service by recommissioning Healthwatch York

However, there are a number of equality and human right issues to identify and consider with respect to the provision of Adult Social Care and Health services. The Council will therefore comply with its equality duties by incorporating a requirement for the successful provider to carry out an independent Equality Impact Assessment as part of the Healthwatch York Service Specification.

Healthwatch York will gather information regarding access to services and will consider whether there are any disadvantages in accessing provision by people or groups with protected characteristics.

- **Data Protection and Privacy**

Data protection impact assessments (DPIAs) are an essential part of our accountability obligations and is a legal requirement for any type of processing under UK GDPR. Failure to carry out a DPIA when required may leave the council open to enforcement action, including monetary penalties or fines. DPIAs helps us to assess and demonstrate how we comply with all of our data protection obligations. It does not have to eradicate all risks but should help to minimise and determine whether the level of risk is acceptable in the circumstances, considering the benefits of what the council wants to achieve. As there is no personal data, special categories of personal data or criminal offence data being processed to inform this decision report for the procurement of the City of York's ("the Council") Healthwatch York contract for a maximum of 4-years, there is no requirement to complete a DPIA. This is evidenced by completion of DPIA screening questions. However, there will need to be consideration and completion of DPIAs where required, within delivery of the procurement and commissioned services if approved.

- **Communications** contact: Head of Communications

The Council will work with the successful provider regarding implementing a communication plan for the lifetime of the contract.

- **Economy**

N/A

Risks and Mitigations

26. The main risks that have been identified is the delay in grant allocations to the Local Authorities by the Government.
27. The Government has not awarded an uplift over the last two years through the Local Reform and Community Voices Grant to the City of York Council. It therefore needs to be noted that the specified value of the proposed 4 year contract reflects a reduction in true terms. However, this does follow the national picture with 143 of the 151 Healthwatch services receiving a real term reduction in funding when taking inflation into account.
29. As there is a small marketplace with one known suitable provider in the city there is a risk that we do not successfully tender the service. Under such circumstances an interim arrangement would be arranged from a neighbouring Local Authority.

Wards Impacted

All

Contact details:

For further information please contact the author of this Decision Report.

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Report approved:	Yes
Date:	13/2/24

Background papers

None

Annexes

None

Abbreviations

GDPR – General Data Protection Regulations

York CVS – York Council of Voluntary Services

ICS – Integrated Care Systems

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Meeting:	Executive
Meeting date:	14/03/2024
Report of:	Pauline Stuchfield Director of Customer & Communities and Neil Ferris Corporate Director of Place
Portfolio of:	Cllr Coles - Executive Member for Health, Wellbeing and Adult Social Care and Cllr Kilbane Executive Member for Economy and Transport

Make It York Limited – Service Contract Renewal

Subject of Report

1. This paper sets out the proposal to extend the Term of the current Make it York Limited (MiY) Service Contract expiring on 22 September 2024, for a further 2 years until and including 22 September 2026 and to grant MiY a lease/occupational agreement of the Shambles Market site and market office on Silver Street (at a peppercorn annual rent) until and including 22 September 2026.
2. It also sets out any changes to the Service Level Agreement (SLA), charging and invoicing provisions, as well as any property related arrangements for the extended term.

Benefits and Challenges

3. This decision allows the continued operation of MiY as a trading company and builds on the success of the last three-year period which has seen MiY stabilise following the COVID-19 pandemic and champion visitors back into our great city.
4. The latest scrutiny committee on 22 January 2024, received a performance report from MiY which presented a strong healthy financial position for the company, forecasting by the end of 2023-24 a position where MiY will have financial reserves in place and

paying dividends to City of York Council (CYC). Some highlights of performance included:

- a) Strong governance arrangements.
- b) Commitments to sustainability and how MiY can contribute to the net-zero carbon city by 2030.
- c) Improved business performance with company dashboard data being presented to CYC every 3 months.
- d) A successful events programme including the new Snooks trail focussing on resident engagement and being developed alongside fostered children.
- e) 2023 York Christmas Market new layout and voted No 3 in top 10 markets in Europe on 'The Travel.Com'.
- f) Shambles Market has recently been awarded the 'Travellers' Choice award for 2023, due to its top rankings on TripAdvisor.

The full scrutiny report is referenced as a background paper for further information.

5. The continuation of MiY provides a commercial focus on maximising the opportunities from the city centre market and events for both residents and visitors.
6. City of York Council (CYC) is working with North Yorkshire Council, MiY and the new Combined Authority to establish a Local Visitor Economy Partnership for York and North Yorkshire ("YNYLVEP"), and the collaborative arrangements in place for developing and implementing the YNYLVEP. MiY is a key partner in this work, representing York's tourism businesses and performing the role of Destination Management Organisation (DMO) for the city. Without MiY, this essential work would be the responsibility of the Council.

Policy Basis for Decision

7. The Council set up MiY as a Teckal trading company in 2015 to deliver key priorities including economic development, city centre and markets, visitor economy and culture.
8. In May 2021 the Council approved a new three-year service contract for the period 2021-24, with a new SLA that returned to the Council the economic development function and staff, to allow MiY to focus on tourism, city centre and markets, culture and events.

9. The ‘Our City Centre Vision’ approved at Executive in October 2023, re-launched a vision for the city centre to create “a vibrant city centre, where a wide range of people want to spend time in the day and night, which creates the right conditions for responsive businesses to grow and adapt, for city living to develop, and for cultural and social activity to flourish.”
10. To reflect the current environment and align to the city strategies, the ‘Our City Centre Vision’ includes 8 themes, with a strong focus on accessibility, residents, affordability, equalities, climate resilience and carbon reduction. The 8 themes are shown below:

Figure 1: Our City Centre Vision Themes



11. This new City Centre Vision will provide a framework for the future SLA for MiY to ensure that it aligns with not only the new vision, but the three 10-year strategies which were approved by Full Council in December 2022 comprising of:
 - a) Climate Change Strategy 2022-2032
 - b) Health and Wellbeing Strategy 2022-2032
 - c) Economic Strategy 2022-2023.
12. These overarching strategies and the recently adopted Council Plan 2023-2027, **One City, For All**, have all been reflected in the MiY SLA and aligns to our four commitments:
 - a) **Equalities and Human Rights** – Equality of opportunity.
 - b) **Affordability** – Tackling the cost-of-living crisis.
 - c) **Climate** – Environment and the climate emergency.

d) **Health** – Improve health and wellbeing and reduce health inequalities.

13. Finally, the Vision also aligns to the priorities in the emerging Tourism Strategy for the City “A vision for tourism in York 2023”, due to be considered by the Executive in February.

Financial Strategy Implications

14. The current MiY service contract up until 22 September 2024 costs the Council £112k per year. The budget proposals (approved at Budget Council) agreed a reduction of £25k per year (2024/25 and 2025/26). It is anticipated that MiY will achieve this through efficiencies or raising additional income.

15. Table 1 below, sets out the future payments from the Council to MiY:

Contract Year	Net cost	Notes
23 Sept 2024 to 22 Sept 2025	£87k	Saving £25k
23 Sept 2025 to 22 Sept 2026	£62k	Saving £25k

16. The Council also budgets to receive a dividend from MiY totalling £25k per annum.
17. The long-term aim is that the company will be wholly funded from event income and external contributions.

Recommendation and Reasons

18. The recommendations are:
- Approve the MIY Service Contract extension for two years (23 September 2024 to 22 September 2026), using the extension provisions under the current contract.
 - Approve the new SLA shown at Annex A and the changes to charging set out at paragraph 14-15.
 - To delegate authority to the Director of Customer and Communities (and their delegated officers), in consultation with the Director of Governance (and their delegated officers in Legal Services), to determine the provisions of any documentation required under the terms and conditions current contract to effect the extension and incorporate the new SLA in the contract.

- d) Approve the granting of a lease/occupational agreement to MiY of the Shambles Market site and market office on Silver Street (at a peppercorn annual rent) until and including 22 September 2026 with delegated authority to the Director of Customer and Communities (and their delegated officers), in consultation with the Director of Governance, to negotiate the provisions of and conclude the entry into of such agreement.

Reason: To keep secure a strong future for MiY as a Teckal company.

Background

19. MiY have operated now as a Council Teckal company since 2015 and the current service contract was entered into on 23 September 2021, expiring 22 September 2024.
20. The current contract can be extended, up to a further three years (until and including 22 September 2027), provided that both the Council and MiY mutually agree (in writing) to an extension on or before 22 March 2024.
21. The current contract if extended can also be varied, allowing the contract to be updated, in particular the service standards, known as the Service Level Agreement (“SLA”) and charging and invoicing provision, as well as negotiating the terms of the leases, access, and other property related arrangements for the extended term.
22. The previous Executive decision which considered the current contract was approved initially on 20 May 2021, which also approved changes to the Memorandum and Articles of Association, changes to priorities the SLA was based on and noted the extensive consultation of key stakeholder groups.

Consultation Analysis

23. The Economy, Place, Access, and Transport Policy and Scrutiny Committee have reviewed the new SLA template on 22nd January 2024 and comments from committee members were in support of the template.
24. Extensive consultation with key stakeholder groups was last undertaken in 2021, prior to the approval of the current MiY

contract. The need to undertake this scale of external consultation is not necessary at this point, as the performance of MiY has stabilised during the current contract period 2021 to 2024.

25. The current SLA was approved in October 2023 at the Shareholder Committee as each year the contract allows for updates to ensure the SLA remains current. The key updates were:
 - a) The inclusion of the Council plan priorities in part 1.
 - b) Removal of the Economic Development section to reflect that this function had been moved back in-house by the Council in 2021.
 - c) Added in the role for MiY to play in the emerging York & North Yorkshire LVEP (Local Visitor Economy Partnership), working collaboratively with North Yorkshire Council.
 - d) Removed some out-of-date actions and targets.
 - e) Added in MiY role to lead on events in the parks.
 - f) Reduced administration role for MiY around Culture (Cultural Leadership Group and Culture forum).
 - g) Added in the need to co-produce a Spaces & Places policy for the city centre.
26. Within the Council, the new SLA template shown at Annex A has been consulted with all relevant chief officers and Executive members with the feedback that there is strong support for using the Our City Centre Vision themes to structure the future SLA.
27. Consultation with MiY senior management team and MIY board has been critical to reach this point, with a very positive, healthy and challenging client and contractor relationship to ensure a balance of commercialisation and social benefits are reached.

Options Analysis and Evidential Basis

28. The principal options available to the Executive are to:
 - a) Agree up to a 3-year extension to the current service contract and the new SLA as set out in Annex A
 - b) Suggest amendments to the SLA or a shorter/longer extension to the service contract (one or three years, rather than two)
29. Option A provides MiY as the Council's Teckal company a period of certainty which allows them to seek best value from procuring its

own services and sub-contracts. It also allows for medium term financial planning and strategic planning. The proposed SLA is recommended reflecting views of both MiY and the Council's senior management teams.

30. Option B is available to the Executive, but a shorter contract extension would limit MiY's business planning.

Organisational Impact and Implications

31. **Financial:** The council currently provides revenue support of c.£112,000 per annum to MiY for the provision of services. The council also budgets for a dividend of c.£25,000 per annum from the company. This 2024/25 budget has agreed a reduction of £50,000 phased over the next two financial years 2024-25 and 2025-26.

32. **Legal:**

Constitutional & Decision Making Implications:

- a) Strictly speaking, Article 12 of the Council's Constitution states that Executive approval is required where entering, amending, or terminating any agreements which create a potential liability for any Council owned or co-owned company in excess of £500,000. Otherwise, under Article 12 authority is delegated to the Council's Shareholder Committee in respect of entering, amending, or terminating any agreements which create a potential liability for any Council owned or co-owned company in between £250,000 and £500,000, and to the Chief Operating Officer where entering, amending or terminating any agreements which create a potential liability for any Council owned or co-owned company less than £250,000.

Procurement Law Implications:

- b) There are no procurement law implications with the proposals in this report so long as MiY continues to be a *Teckal* company (see **Procurement Implications** below).

Contractual Implications:

- c) The current service contract was entered into between MiY and the Council on 23 September 2021 for a term from and including that date until and including 22 September 2024.

- d) As per the Council's Contract Procedure Rules under Appendix 11 of the Council's Constitution (the **Council's CPRs**), Contract extensions shall only be permitted if they are put in place before the Contract expiry date, the relevant notice has been given to the supplier and where the proposed extension is in accordance with the contract terms. The existing service contract contains a contract extension provision which states that contract can be extended by up to a further 3-years provided that both the Council and MiY mutually agree (in writing) to an extension **on or before 22 March 2024**. If no agreement to extend the current contract can be reached by this date, then the contract will expire on 23rd September 2024. Legal Services should be consulted to draft the relevant extension agreement to be signed by both the Council and MiY, and this agreement can also cover the required variations to the contract (see below).
- e) As per the Council's CPRs, all contract variations must be carried out within the scope of the original contract. In the event that the current contract is extended in accordance with the above, the contract states that the Council may decide that it is necessary to vary any of the provisions of the contract which will apply during the extended term, including in particular, the service standards under the contract, the SLA, and the charges and invoicing provisions under the contract. The contract requires that the Council shall, acting reasonably, consult with and consider the comments of MiY as to the nature and effect of such changes on the provision of the Services, the operation and costs of MiY during the extended term. The Council has already gone through this consultation process with MiY – see **Annex A**. No variation of the current contract shall be effective unless it is in writing and signed by the parties (or their authorised representatives).

Property Implications

- f) The current contract also states that if the term of the contract is extended in accordance with its terms and conditions, the parties will negotiate the terms of the Shambles Market Lease, and any other property related arrangements required for the extended term. As the owner of Shambles Market and market office, the Council has the power to, and ought to, grant MiY a lease/occupational agreement thereof so as to enable MiY, in turn, to grant

licences and subleases to market traders in connection with operation by MiY of Shambles Market.

33. **Procurement:** The council originally directly awarded this contract to MiY without undergoing a procurement process due to its status as a Teckal company in accordance with regulation 12(1) of the Public Contract Regulations 2015. This rule states that any contract awarded by the Council to such a company will fall outside if the full public procurement regime under the Regulations provided that (i) the council to exercise similar control over the company as it does over its own departments, (ii) that at least 80% of the activities of the company are those entrusted to it by the council, and (iii) that there is no direct capital participation from the private sector in MiY. At the time of writing this report, all of these requirements of Regulation 12(1) have been met, therefore there are no procurement implications in relation to this contract, or the proposed extension and/or variations to the contract set out in this report and any annexes hereto. It should be noted that these requirements under Regulation 12(1) will be carried over into Paragraph 2 of Part 1 of Schedule 2 (Exempted Contracts – Counterparty Exempted Contracts – Vertical Arrangements) of the new Procurement Act 2023 once it comes into force.
34. **Affordability:** The SLA links directly to Our City Strategy themes which includes a ‘Family friendly and affordable city centre’ which ensures MiY business plan will reflect this and look to develop greater opportunities that are affordable for families. Many MiY activities are free of charge or discounted for residents wherever possible.
35. **Equalities and Human Rights:**
- a) The Council recognises, and needs to take into account its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority’s functions).
 - b) At the time of writing there are no equalities implications identified in respect of the matters discussed in this report.

36. **Economy:** Although the Council now leads on economic development, MiY actions still have a significant impact on the animation, attractiveness and vibrancy of the city centre. The SLA links across to the relevant strategies including Economic Strategy, Tourism Strategy and the Our City Centre vision to ensure MiY and the Council work hand in hand towards the same place-based goals. Tourism is a key sector for the York economy, and MiY act on behalf of the Council to deliver specific actions to increase the value and productivity of tourism and support businesses in this sector. In particular, the DMO role of MiY is an essential part of the new YNYLVEP, so extending the contract provides clarity on local arrangements for the next phase of LVEP development.
37. **Data Protection and Privacy and Communications:** Data protection impact assessments (DPIAs) are an essential part of our accountability obligations and is a legal requirement for any type of processing under UK GDPR. Failure to carry out a DPIA when required may leave the council open to enforcement action, including monetary penalties or fines. DPIAs helps us to assess and demonstrate how we comply with all our data protection obligations. It does not have to eradicate all risks but should help to minimise and determine whether the level of risk is acceptable in the circumstances, considering the benefits of what the council wants to achieve. As there is no personal data, special categories of personal data or criminal offence data being processed to inform the decision in this report, there is no requirement to complete a DPIA. This is evidenced by completion of DPIA screening questions. However, there will need to be consideration and completion of DPIAs where required, within delivery of the extended contract if approved.
38. There are no implications to note for human resources, Environment and Climate Action, health and wellbeing.

Risks and Mitigations

39. In compliance with the council's risk management strategy the main risks arising from this report have been identified. These risks are mainly ones that could lead to the inability to meet business objectives (Strategic) and to deliver services (Operational), leading to financial loss (Financial), non-compliance with legislation (Legal & Regulatory), damage to the council's image and reputation and failure to meet stakeholders' expectations (Governance).

40. Measured in terms of impact and likelihood, the risk score has been assessed at 14. This “medium” risk level is acceptable but means that regular active monitoring is required.

Wards Impacted

41. With this service contract the main impact is in relation to the city centre, therefore Guildhall and Micklegate Wards. However, MiY also provide wider functions that have an impact on the whole city for example operating the market charter and support for city wide events.

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Background papers

21.05.2021 Executive Committee. Agenda item 133: The Council’s Contract with Make it York

12.10.2023 Executive Committee. Agenda item 37: Delivering the Vision for the City Centre

22.01.2024 Economy, Place, Access, and Transport Policy and Scrutiny Committee. Agenda item 4: Make It York Performance Report

Annexes

Annex A – New Make It York SLA (Service Level Agreement)

List of Abbreviations Used in this Report.

CLG – Culture Leadership Group

CYC – City of York Council

DMO – Destination Management Organisation

LVEP - Local Visitor Economy Partnership

MiY – Make It York Limited

SLA – Service Level Agreement

YNYLVEP - York and North Yorkshire Local Visitor Economy Partnership

Schedule 1

The Specification

Part 1 - OBJECTIVES

The following are objectives to be achieved by Make It York as a Teckal company, for the purposes of public and procurement law in the United Kingdom, through the provision of the Services:

- (a) Contribute proactively to the city vision of being more affordable, more accessible, more sustainable, and fairer for future generations to enjoy and residents to benefit from today.
- (b) Co-ordination and promotion of the city of York's brand and cultural offer taking every opportunity to articulate York's narrative, regionally, nationally, and internationally.
- (c) Work towards increasing the value of the visitor economy (including residents as visitors) through promoting innovation for social good and higher quality in the existing offer, encouraging high value visitor economy investment and attracting higher spending visitors.
- (d) Nurture new cultural ideas and initiatives to support good health and wellbeing.
- (e) Create entrepreneurial partnerships to bring projects to life, reducing duplication and displacement of private sector activity in the fields that Make It York works in.
- (f) Generate income from activities to support the delivery of the Business Plan and these Objectives.
- (g) Work with the Council and other partners to attract funding to support and enhance the delivery of the activities set out below.
- (h) Create an environment for businesses and visitors' to proactively contribute to York's transition to net zero carbon emissions by 2030.

Part 2 - SERVICE SPECIFIC REQUIREMENTS

1 General

- 1.1 Develop and deliver agreed initiatives and programmes within the remit of the areas set out in this agreement that further the Council's strategic priorities. These initiatives and programmes will further articulate York's narrative, fill identified gaps in provision not addressed by other providers and must not duplicate or displace other existing or potential provision.
- 1.2 Develop an annual business plan for Make It York, consulting with the Council to ensure that all activities are consistent with the Council's priorities (the "Business Plan").
- 1.3 Provide regular and timely advice for Council senior managers as required on remits relevant to these Service Specific Requirements and summarising what has been submitted in a quarterly progress report.
- 1.4 Represent York on operational working groups relevant to these Service Specific Requirements as agreed with the Council.
- 1.5 Ensure coherent local communications and press releases that further articulate York's brand position, regionally, nationally, and internationally in alignment with the Council's Marketing & Communications Team.
- 1.6 Work co-operatively in areas where the Council or commissioned partners remain the lead organisation responsible, but the remit is overlapping with these Service Specific Requirements.
- 1.7 Make business cases to the Council, in writing, for activities, initiatives or investment proposals that are not currently part of the SLA where Make It York considers they would support the Objectives set out in Part 1 of this Schedule and would add to or enhance these Service Specific Requirements set out here.
- 1.8 Collect relevant data, including user feedback, to evidence performance against the Objectives set out above and the Outcomes in set out below, as well as these Service Specific Requirements.

Ref	SLA Key Deliverables, Outcomes and Outputs	Linkages to Council Plan Commitments (2023-2027) Equalities Affordability Climate Health				Supporting the York 'Our City Centre' Vision (2023)		Measurement
		E	A	C	H	OCC Themes		
DMO	Destination Management Organisation	✓	✓	✓	✓	1. Family friendly and affordable city centre	✓	DMO 1 <ul style="list-style-type: none"> Increase click through rates of unique visitors accessing promotional and material on York for visiting, engaging in events and culture, markets, through MIY channels each year by 2% annually. Increase domestic and international promotion of York through social media channels, No of Instagram followers, number of Facebook post likes and follows, TikTok. Targeted marketing and campaigns x 4 Retain retention rate of VY membership at 80% Member Advisory meetings x 4 per year Attend 2 International trade shows per year. Visitor stay length increased by 1% yoy (number capture via STA data delivered by HAY) Visitors spend increased. Value of tourism to the economy increases.
	Promotion of York as a leisure and business visitor destination; running the Visit York membership scheme; representing York on the emerging York & North Local Visitor Economy Partnership (LVEP), liaison with Combined Authority, Visit Britain, Visit England, etc. to make the most of all available support and contribute to national and regional marketing initiatives.					2. An attractive, active, and healthy city centre	✓	
						3. A sustainable city fit for the future	✓	
						4. Making tourism work for York	✓	
						5. Embracing our riversides		
						6. A safe city centre which is welcome & accessible to all	✓	
						7. Thriving businesses & productive buildings	✓	
						8. Celebrating heritage and making modern history	✓	
DMO 1	Outcome - Leading on visitor economy marketing of York, working with Visit England, national and regional bodies to make the most of York's offer and attract visitors to the city. Output <ul style="list-style-type: none"> Creation and delivery of key marketing campaigns for York in collaboration with partners to strengthen city wide partnership approach. resulting in an improved quality of offer for York as a place to live, work, invest and visit. Creation of a new page on visityork.org with sustainable travel information and promotion of sustainable travel itineraries viewed by 50,000 unique visitors per annum. Development of a package of linked attractions and experiences to encourage visitors to spend more time in York increasing overnight stays. Develop an international marketing plan and relationships established with 5 key international travel trade operators by end of May 2025. 							

<p>DMO 2</p> <p>DMO 3</p> <p>DMO 4</p>	<p>Outcome - Maintain and develop Visit York as a membership body supporting and developing the visitor economy sector.</p> <p>Output</p> <ul style="list-style-type: none"> Maintain relationships with existing members and create new member relationships to increase members. <p>Outcome - Work with the visitor economy sector, Visit England, the York & North Yorkshire LVEP, the York Business Improvement District (“BID”) and other partners to ensure that a quality product is offered to both visitors and residents, and that it is accessible and welcoming to all.</p> <p>Output</p> <ul style="list-style-type: none"> Contribute to the performance of the visitor economy by progressive and active partnership working to deliver connectivity of the visitor experience and enabling national and regional funding to be secured. Lobby and advocate key partners and organisations to influence key decisions, shape direction and maximise York’s potential. Create an online search facility covering different accessibility needs by April 25. Increase accessible tourism by the development of 4 new itineraries to showcase ways visitors with different accessibility needs can enjoy visiting York by April 25. [has an accessibility audit been done since 2012?] if not need to remove this.] Continue to attract commercial sponsorship of Visit York Tourism Awards and showcasing industry achievements. <p>Outcome - Encourage all York residents to enjoy the tourism and cultural offer of York including year-round promotion and targeted residents’ events.</p> <p>Output</p> <ul style="list-style-type: none"> We will work collaboratively and creatively to ensure every resident utilises the tourism offer of the city. Tourism is supported and welcomed by residents and local communities and more York residents are actively participating in tourism and cultural offer of York. 					<p>1. Family friendly and affordable city centre</p>	<p>✓</p>	<p>DMO 2</p> <ul style="list-style-type: none"> Hold networking events x 2 per annum. Deliver informative monthly to members ensuring retained membership of at least 80% <p>DMO 3</p> <ul style="list-style-type: none"> 4 - 1 x per campaign joint partnership activities delivered including with LVEP. Online accessibility search provision live April 25. 4 new accessibility itineraries jointly developed. <p>DMO 4</p> <ul style="list-style-type: none"> Increased number of residents participating in Cultural activities including Heritage, attending an event, or visiting an attraction by 5% co -ordinate and promote residents festival annually. <p>VSD 1</p>
<p>VSD</p>	<p>Visitor sector development</p>	<p>✓</p>	<p>✓</p>	<p>✓</p>	<p>✓</p>	<p>1. Family friendly and affordable city centre</p>	<p>✓</p>	<p>VSD 1</p>

<p>VSD 1</p> <p>Outcome - Work with visitor sector businesses to increase their productivity and help them become even better employers, paying decent wages, and offering flexible employment, by promoting the adoption of the Good Business Charter. Facilitate cross-sector work to improve York centre as a destination for business, visitors, and residents.</p> <p>Output:</p> <ul style="list-style-type: none"> Increased awareness of Visit York members of the Good Business Charter and accreditation to increase. Supporting York business to make positive changes. <p>VSD 2</p> <p>Outcome - supporting on approaches to maximise private-sector, visitor led investment into city centre improvement.</p> <p>Output</p> <ul style="list-style-type: none"> New businesses within the city joining Visit York membership <p>VSD 3</p> <p>Outcome - collaborating with the council and with businesses to stimulate a stronger evening economy.</p> <p>Output:</p> <ul style="list-style-type: none"> Attend meeting and task groups providing expertise as required to improve nighttime economy. <p>VSD 4</p> <p>Outcome - Attract new business tourism to the city by providing a clear and effective process for responding to business tourism enquiries with high quality response and support and working proactively to attract new enquiries appropriate to the city.</p> <p>Output</p> <ul style="list-style-type: none"> Promoting the City as a location for business events to new markets to grow business tourism all year-round. 						<p>2. An attractive, active, and healthy city centre ✓</p> <p>3. A sustainable city fit for the future</p> <p>4. Making tourism work for York ✓</p> <p>5. Embracing our riversides</p> <p>6. A safe city centre which is welcome & accessible to all</p> <p>7. Thriving businesses & productive buildings ✓</p> <p>8. Celebrating heritage and making modern history ✓</p>		<ul style="list-style-type: none"> Raise awareness of Good Business Charter to increase the number of Visit York Members achieving Good Business Charter Accreditation by 2% YOY, with support of Business Charter Promoting the benefits of Good Business Charter to Visit York Members by providing information in monthly newsletters. Measuring click through rates to Good Business Charter from Visit York website. <p>VSD 2</p> <ul style="list-style-type: none"> 1% additional new members joining <p>VSD 3</p> <ul style="list-style-type: none"> Contribute ideas to enable delivery of a programme of family friendly activities that assist to strengthen aspirations for Purple Flag Accreditation <p>VSD 4</p> <ul style="list-style-type: none"> Increasing the number of enquiries for Business Tourism in 2024/25
<p>TAB</p> <p>TAB 1</p>	<p>Tourism Advisory Board</p> <p>Outcome - Convene and facilitate a TAB for York, which brings together a diverse range of stakeholders in the sector and has an independent chair.</p> <p>Output:</p>	✓	✓	✓		<p>1. Family friendly and affordable city centre ✓</p> <p>2. An attractive, active, and healthy city centre ✓</p> <p>3. A sustainable city fit for the future ✓</p>		<p>TAB 1</p> <ul style="list-style-type: none"> Attend regular TAB meetings and provide relevant expertise and insight of performance and data.

<p>TAB 2</p>	<ul style="list-style-type: none"> Collectively with partners and attractions, promote the visitor economy and increase visitor spend in the city to increase the value of the tourism economy in York. <p>Outcome - Take a lead in the development, delivery, and monitoring of the new tourism strategy.</p> <p>Output:</p> <ul style="list-style-type: none"> Actively secure adoption of Strategy across agencies / stakeholders once adopted by CYC to deliver key priorities and outcomes of the strategy. 					<p>4. Making tourism work for York ✓</p> <p>5. Embracing our riversides</p> <p>6. A safe city centre which is welcome & accessible to all ✓</p> <p>7. Thriving businesses & productive buildings ✓</p> <p>8. Celebrating heritage and making modern history</p>		<ul style="list-style-type: none"> Other specific KPI's to be agreed if MIY contribute to a specific output. Increase visitor spend annually Target £70pph. <p>TAB 2</p> <ul style="list-style-type: none"> Strategy adopted by key organisations by October 2024 [Strategy awaiting sign off from CYC, likely April 24]
<p>MAR 1</p>	<p>Markets</p> <p>Day-to-day management of the Shambles Market; operation speciality and added value markets. Management of the Market Charter on behalf of the whole city; in consultation with the Council, development of a new Markets Strategy; supporting new retailers to trade.</p> <p>Outcome - Operation of the Shambles Market and facilitate meaningful engagement with all traders. Develop a new Markets Strategy for York which includes considering how best to use the powers in the Market Charter to support inclusive growth across the city. Ensure that Rules and Regulations are maintained and up to date ensuring compliance with all legislation and statutory requirements and implemented in a fair, transparent, and consistent basis. MIY to seek approval to the Council if required for changes.</p> <p>Output:</p> <ul style="list-style-type: none"> Undertake a review of Rules and Regulations and implement outcomes. Develop a Markets Strategy to support the retention and attraction of high-quality market traders to the current site along with exploring the use of other key sites within the city to support growth. 	✓	✓	✓	✓	<p>1. Family friendly and affordable city centre ✓</p> <p>2. An attractive, active, and healthy city centre ✓</p> <p>3. A sustainable city fit for the future ✓</p> <p>4. Making tourism work for York ✓</p> <p>5. Embracing our riversides</p> <p>6. A safe city centre which is welcome & accessible to all ✓</p> <p>7. Thriving businesses & productive buildings ✓</p> <p>8. Celebrating heritage and making modern history ✓</p>		<p>MAR 1</p> <ul style="list-style-type: none"> 20 new SMEs supported to start up/expand business. 2 new speciality markets and temporary markets enabled in 2024/25. Market Strategy completed Jan 2025. Trader, customer, and non-customer surveys completed by Jan 2025. 1 street food night market delivered to encourage families and students to attend to help kick start the family friendly evening economy.

<p>MAR 2</p> <p>MAR 3</p>	<ul style="list-style-type: none"> Collaborate closely with all partners including market traders to maintain markets viability. Provide vibrant and financially viable markets that contribute to the footfall and economic activity of the city. Markets to be delivered cost neutral at minimum. <p>Outcome - Work with traders and other stakeholders to develop the market business plan to maximise its financial performance and continue to develop the offer.</p> <p>Output:</p> <ul style="list-style-type: none"> Undertake consultation and engagement to ensure buy in from all partners on the direction of travel for Shambles linking into the Market Strategy. <p>Outcome - Operate York’s market charter on behalf of the Council.</p> <p>Output</p> <ul style="list-style-type: none"> Create opportunities for speciality markets and local produce community-based markets to operate within the city. 							<ul style="list-style-type: none"> Review annually Rules and Regulations in consultation with CYC and traders. <p>MAR 2</p> <ul style="list-style-type: none"> Facilitate six weekly trader liaison meetings open to all traders. Facilitate meet the team 4 times a year. Produce a business plan for consultation to achieve sustainability. <p>MAR 3</p> <ul style="list-style-type: none"> 3 community-based markets facilitated in Acomb. Riverside and Haxby. 2 specialty markets held.
<p>CE</p> <p>CE 1</p> <p>CE 2</p>	<p>Commercial Events</p> <p>Outcome - Run safe and sustainable commercial events, including specialist market to support economic growth and promote York, to generate surplus for investment.</p> <p>Output:</p> <ul style="list-style-type: none"> Provide a strong inclusive and diverse events programme to deliver the longer-term aspirations to grow events and speciality markets, deliver exceptional Visitor Experience that keep’s York’s profile high and generates high economic impact for the city. Update annual events plan for 2024/25 that is designed to attract high spend stay visitors and select day and resident markets. Collaborate with commercial partners to secure new funding and sponsorship opportunities to sustain and expand programme and generate surplus. <p>Outcome - Maintain an up to-date, comprehensive, and publicly accessible overall list of events happening across York.</p> <p>Output</p>	✓	✓	✓	✓	<p>1. Family friendly and affordable city centre</p> <p>2. An attractive, active, and healthy city centre</p> <p>3. A sustainable city fit for the future</p>	✓	<p>CE 1</p> <p>For Make it York directly delivered events:</p> <ul style="list-style-type: none"> 70 % of audience survey rating performance ‘very satisfied’ or ‘fairly satisfied’ 35 % of audience from York 65% of audience from outside York Foot fall during event period Value of press and media coverage £500k Social media engagement and website conversion rate 45% of people travelling to York for events by active and sustainable

<p>CE 3</p> <p>CE 4</p> <p>CE 5</p> <p>CE 6</p>	<ul style="list-style-type: none"> Calendar of year-round events created and shared with at least 100 businesses by end of Jan 25, uploaded to visitYork.org website and viewed by 100,000 per annum unique visitors. <p>Outcome - Support Local and Community Events to be delivered safely by creating an event toolkit to allow event organisers to self-serve including guidance on event management and highlighting where permissions would be required.</p> <p>Output:</p> <ul style="list-style-type: none"> Work with event organisers to assist in the enabling and planning of events and provide a supportive environment to facilitate increased local participation, influence and engagement of residents ensuring that community events ensuring that they are delivered at no cost to others. <p>Outcome - Manage all enquiries from any individual or organisation requiring support / guidance regarding putting on an event in York in the first instance.</p> <p>Output</p> <ul style="list-style-type: none"> Enabling local Community led Events and Festivals delivering increased community pride. <p>Outcome - If a proposed event falls within the Foot streets, Tower Gardens, Knavesmire or the Eye of York decide whether to permit the event.</p> <ul style="list-style-type: none"> Take responsibility for ensuring that the event organiser complies with all safety and other legal requirements in the planning and delivery of the event, including referring the event to the council's Safety Advisory Group. Provide any appropriate management or other support to the event organiser. <p>Output -</p> <ul style="list-style-type: none"> Enabling appropriate use of public spaces in a safe manner <p>Outcome - If the proposed event is on land other than the Foot streets, Tower Gardens or the Eye of York determine whether the event falls within Make It York's remit and objectives, and if so:</p> <ul style="list-style-type: none"> Seek relevant Council approvals to proceed. 				<p>4. Making tourism work for York ✓</p> <p>5. Embracing our riversides</p> <p>6. A safe city centre which is welcome & accessible to all ✓</p> <p>7. Thriving businesses & productive buildings</p> <p>8. Celebrating heritage and making modern history ✓</p>	<p>means (bus, walk, cycle, train) increase by 5% annually.</p> <ul style="list-style-type: none"> 60% of local businesses trading at events (York and Yorkshire) Value of events per annum to York Economy £90 million Total No of volunteers Total No of people contracted to work events including those employed by stall holders. No of reported incidents <3 <p>For third party events</p> <p>Third party delivered in public spaces to provide measurements on</p> <ul style="list-style-type: none"> The number of events considered at SAG. 75% of participants rating the event excellent or good 45% of people travelling to York for events by active and sustainable means (bus, walk, cycle, tram, train) 35 % of audience from York 65 % of audience from outside York Total No of local businesses supported specific to the event. Total No of attendees Value of press and media coverage [£] 60% of products for sale that are locally sourced (York and Yorkshire) Total No of Volunteers working the event Total No of people contracted to work the event.
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<p>CE 7</p>	<ul style="list-style-type: none"> • provide appropriate management advice or other support to the event organiser at an agreed cost; and • if not, sign post the event organiser to web-based and other information resources as appropriate. <p>Output -</p> <ul style="list-style-type: none"> • Enabling appropriate use of public spaces in a safe manner and obligating event organisers to manage and deliver events to national policy and guidelines, legislation, local restrictions i.e., noise management plans, guidance, and Safety Advisory Group recommendations. <p>Outcome - Work within relevant laws and regulations that exist and ensure compliance with all licenses and permissions always associated with particular sites.</p> <p>Output</p> <ul style="list-style-type: none"> • Delivering events and festival in line with legislation, guidance, and best practice. • Ensuring all relevant event costs by MIY or third-party event organisation are covered. • Ensuring adequate toilet facilities and street/parking marshals specifically for large scale events like the Christmas market. • For MIY directly delivered events - any CYC costs are required to be on fixed price cost that are agreed up front supported by relevant MIY purchase order. • For all third-party events CYC costs are required to be on fixed price cost that are agreed up front with the Third-Party event deliverer. MIY will not be liable for any costs associated with Third Party Organisers. 						<ul style="list-style-type: none"> • No of reported H&S incidents <p>CE 2</p> <ul style="list-style-type: none"> • Production of annual events Calendar circulated to 100 no of business and 3000 residents and promoted through digital channels with 100,000 unique visitors accessing. <p>CE 3</p> <ul style="list-style-type: none"> • Events Toolkit delivered for communities which enable local community groups to plan and deliver their own events responsive to community need, for community benefit bringing communities together safely. <p>CE 4</p> <ul style="list-style-type: none"> • Increased community skills, increased volunteering at community events, improved civic pride. <p>CE 5</p> <ul style="list-style-type: none"> • Active community members participating <p>CE 6</p> <ul style="list-style-type: none"> • Safe events delivered in line with guidance and legislation. <p>CE 7</p> <ul style="list-style-type: none"> • All events compliant with requirements with no reported breaches.
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CCV	City centre vibrancy	✓	✓		✓	1. Family friendly and affordable city centre	✓	<p>CCV1</p> <ul style="list-style-type: none"> Identify investment opportunities to make spaces fit for purpose and support the aims and objectives of CYC. <p>CCV 2 No measurement</p> <p>CCV 3</p> <ul style="list-style-type: none"> Produce a collective annual calendar of events for circulation annually by March each year. Undertake gap analysis to identify events/activities that can take place in the shoulder months of March, April, September, October, and November 100,000 unique visitors accessing annual calendar. Annual calendar shared with 100 businesses. <p>CCV 4</p> <ul style="list-style-type: none"> Produce a digital guide and trails to provide opportunities for residents
CCV 1	<p>Outcome - Oversee opportunities for Eye of York, Tower Gardens, Exhibition Square, Kings Square and St Helen’s Square, within the constraints and challenges these areas have. Develop workable solutions to put to the council to be able to commercialise these areas, if possible.</p> <p>Output-</p> <ul style="list-style-type: none"> Engage with partners and stakeholders to explore a vision which will improve these areas and create spaces suitable for events. 					2. An attractive, active, and healthy city centre	✓	
CCV 2	<p>Outcome - Contributing expertise, ideas, and experiences to the Our City Centre Project which will set the city centre strategy.</p> <p>Output</p> <ul style="list-style-type: none"> Play an active role in project board attending meetings sharing best practice and taking responsibility for key actions arising from the delivery of city centre strategy and jointly delivering projects that develop and improve the area for residents and visitors. 					3. A sustainable city fit for the future	✓	
CCV 3	<p>Outcome - Create a high-profile calendar of city centre festivals, activities and events ensuring that partners including the Council, and the BID are enabled to contribute. Identify times when new events would add value to the York experience and fill these gaps and responding more effectively to seasonality.</p> <p>Output</p> <ul style="list-style-type: none"> Complete analysis of gaps and provide recommendations to support the development of the year-round visitor economy and encourage new events and festivals to further animate the city and encourage a diverse a diverse annual events calendar and that the programme is attractive to families. Create new offers and experiences and market existing opportunities to present a year-round visitor offer. Calendar of year-round events created and shared with at least 200 businesses by end of Jan 25, uploaded to visitYork.org website and viewed by 35k unique visitors. 					4. Making tourism work for York	✓	
						5. Embracing our riversides		
						6. A safe city centre which is welcome & accessible to all	✓	
						7. Thriving businesses & productive buildings		
						8. Celebrating heritage and making modern history	✓	

<p>CCV 4</p> <p>CCV 5</p>	<p>Outcome - Promote the events calendar through all appropriate means including through highly visible city centre information to continue Yorks's reputation of being a welcoming city for all as a city of sanctuary and human rights city.</p> <p>Output</p> <ul style="list-style-type: none"> Using front line services and digital services to promote a clear and consistent message of a welcoming city for all and everyone is treated with dignity and respect. <p>Outcome - Development of a Spaces and Places Policy that improves how buskers, street traders, street cafes and pedlars are managed in the City Centre. Collaborating with the Council, The BID and other city centre organisation's that will need to be partners to deliver the new policy.</p> <p>Output</p> <ul style="list-style-type: none"> Provide a management document that will ensure respect of the character of each location, its occupants, and its appropriate function, celebrating local talent, local business taking into account the needs of all users of the city's streets and adding vibrancy and character to the city. 						<p>to engage and access our and other services online.</p> <p>CCV 5</p> <ul style="list-style-type: none"> Reduced No of complaints on use of spaces to less than 50.
<p>CUL</p> <p>CUL 1</p>	<p>Culture</p> <p>Culture Strategy – Help to deliver the culture strategy along with other partners to enable an ambitious and cohesive programme of cultural development for the city covering the arts, heritage and creative industries from the spaces managed by MIY.</p> <p>Outcome - Promote an ambitious and cohesive programme of cultural development for the city covering the arts, heritage and creative industries from the spaces managed by MIY.</p> <p>Output</p> <ul style="list-style-type: none"> Continue to develop and integrate Yorks cultural offer through events and festivals enhancing place identity, local vibrancy, and visitor audience. Management of Busking. 	✓	✓	✓	✓	<p>1. Family friendly and affordable city centre ✓</p> <p>2. An attractive, active, and healthy city centre ✓</p> <p>3. A sustainable city fit for the future</p> <p>4. Making tourism work for York ✓</p> <p>5. Embracing our riversides</p> <p>6. A safe city centre which is welcome & accessible to all ✓</p>	<ul style="list-style-type: none"> Number of outdoor cultural events supported x 2. No of artists, arts and heritage organisations engaged with events and festival and speciality markets using the city outdoor spaces. Number of 'heritage' spaces signed up to York Pass. Production of annual calendar of Events.

	<ul style="list-style-type: none"> • Management and facilitating filming in the city. • Delivery of York Pass. 						7. Thriving businesses & productive buildings	
CUL 2	<p>Outcome - Work with partners to facilitate or deliver joint events - for the creative sector.</p> <p>Output</p> <ul style="list-style-type: none"> • Enable two joint events to take place in the city • Promotion of these events through our digital assets 						8. Celebrating heritage and making modern history	✓
CUL 3	<p>Outcome - Receive regular strategic advice from both the cultural and creative sectors maintaining appropriate liaison arrangements to inform the Make It York board of directors and to steer the company's plans.</p> <p>Output</p> <ul style="list-style-type: none"> • Attendance at strategic meeting held within the city • Liaison with other DMO's on regional and national cultural and creative sector activity 							
CUL 4	<p>Outcome - Maintain positive and comprehensive relationships with national and regional strategic support bodies.</p> <p>Output</p> <ul style="list-style-type: none"> • Liaison with national bodies such as the Arts Council • Promote our spaces for regional and cultural events 							
CUL 5	<p>Outcome - Put together the necessary partnerships to make funding bids to deliver the Culture Strategy.</p> <p>Output</p> <ul style="list-style-type: none"> • Number of bids submitted • Explore charitable status for MIY to ensure ability to deliver cultural free events 							
EVF	<p>Events Framework</p> <p>A city-wide Events Framework consistent with the aims of the cultural strategy that enables the city proactively to identify the events that it wishes to host and attract and enables the Council to respond in an</p>	✓	✓	✓	✓		1. Family friendly and affordable city centre	✓
							2. An attractive, active, and healthy city centre	✓

<p>EVF 1</p> <p>EVF 2</p> <p>EVF 3</p> <p>EVF 4</p>	<p>informed way when opportunities are brought forward.</p> <p>Detailed delivery: Events Framework Outcome - Work with business, visitor economy and cultural sectors in developing the Framework to ensure its fit with wider city strategies / objectives. Output</p> <ul style="list-style-type: none"> To agree and establish the key Strategic Events that would benefit York in partnership with relevant partners. <p>Outcome - Events framework to be co-produced with the Council for approval, in line with Our City Centre vision and put in place systems to evaluate the success and impact of the Framework as delivered by MIY. Output</p> <ul style="list-style-type: none"> A more cohesive strategic direction for festivals and events to ensure that these align with the City's key strategies, objectives and outcomes. Building and facilitating partnerships and capacity and support for delivery of events and festivals. <p>Outcome - Take the initiative in building coalitions and partnerships for specific initiatives to fill identified gaps in product as identified by the framework. Output</p> <ul style="list-style-type: none"> Improving opportunities through progressive and active collaborative partnerships working leading to jointly attracting more national and regional funding. <p>Outcome - Engage businesses and visitors in mass participation sporting events commissioned by the Council. Output</p> <ul style="list-style-type: none"> Engaging business will delivering tangible impacts to the city and its communities and visitors such as social impact, health and wellbeing impact, participation impact, economic impact from tourism & event expenditure, growing customer base to York. Volunteering impact. 					<p>3. A sustainable city fit for the future ✓</p> <p>4. Making tourism work for York ✓</p> <p>5. Embracing our riversides</p> <p>6. A safe city centre which is welcome & accessible to all ✓</p> <p>7. Thriving businesses & productive buildings</p> <p>8. Celebrating heritage and making modern history ✓</p>	<p>✓</p> <p>✓</p> <p></p> <p>✓</p> <p></p> <p>✓</p>	<p>EVF 1</p> <ul style="list-style-type: none"> Engage with Partners and develop an Events Framework Strategy for approval by CYC to cement York as a destination and to deliver a range of impacts for the City's residents, businesses and visitors linking to N Y combined Authority and LVEP strategies. <p>EVF 2</p> <ul style="list-style-type: none"> Events Framework co – produced for approval. <p>EVF 3</p> <ul style="list-style-type: none"> Number of regional/ national/ international partnerships created. Number of Festivals and Cultural Events held. <p>EVF 4</p> <ul style="list-style-type: none"> New initiatives and partnerships formed. Participation at events increased. Immediate tourism & local business value Future tourism & local business value
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<p>UD</p> <p>UNESCO designation</p> <p>Ensure the people of York understand and appreciate the importance of York's UNESCO Creative City of Media Arts status and maximise its impact. Through promotion on the Visit York and Make It York Website.</p> <p>UD1</p> <p>Detailed delivery: UNESCO designation</p> <p>Outcome - Support the Guild of Media Arts as the focal point for UNESCO City of Media Arts designation by Promoting York's status. Work with UNESCO Focal Point – the Guild of Media Arts – and the Council and wider partners to deliver the current UNESCO Creative City objectives.</p> <p>Output</p> <ul style="list-style-type: none"> Promotion of heritage and culture for all sectors of York's community. Creating opportunities for capacity building. <p>UD 2</p> <p>Outcome - Promote the creative sector through media channels highlighting York's profile as a creative city, as part of the membership scheme</p> <p>Output</p> <ul style="list-style-type: none"> Increase the number of members promoting UNESCO on their channels <p>UD 3</p> <p>Outcome - Promote the designation within the city, e.g., through the BID, Retail and Hospitality Forums.</p> <p>Output</p> <ul style="list-style-type: none"> Circulate marketing assets to individual businesses to use as a promotional tool 		✓	✓	✓	✓	<p>1. Family friendly and affordable city centre</p> <p>2. An attractive, active, and healthy city centre</p> <p>3. A sustainable city fit for the future</p> <p>4. Making tourism work for York</p> <p>5. Embracing our riversides</p> <p>6. A safe city centre which is welcome & accessible to all</p> <p>7. Thriving businesses & productive buildings</p> <p>8. Celebrating heritage and making modern history</p>	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p></p> <p>✓</p> <p>✓</p> <p>✓</p>	<p>UD 1, 2 and 3</p> <p>Create a resource to co-ordinate efforts for UNESCO.</p> <p>Promotion of the designation through MIY digital assets MIY Events Calander, MIY Linked in and member e news.</p>
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Meeting:	Executive
Meeting date:	14/03/2024
Report of:	Corporate Director of Place - Neil Ferris Alison Cooke, Head of Strategic Planning Policy
Portfolio of:	Executive Member for Housing, Planning and Safer Communities

Decision Report: Statement of Community Involvement update

Subject of Report

1. The Statement of Community Involvement (SCI) sets out the Council's proposals for how the community will be involved in the production of planning documents and through the Development Management process, as required under the provisions of the Planning and Compulsory Purchase Act (2004). It forms part of the Statutory Development Plan for the city.
2. This report requests members to agree an update to the SCI for consultation purposes.

Benefits and Challenges

3. The existing SCI was adopted in 2007 and was supplemented by an update in 2020 to cover the restrictions introduced by the Covid pandemic regulations. This update was considered a temporary update for the duration of the Covid pandemic and its aftermath.
4. The 2007 SCI was the first City of York Council planning document to be adopted under the new planning system. It covered a wide range of consultation techniques on planning related issues, concentrating on the Local Development Framework (which was superseded by the current Local Plan in legislation) and planning applications. National Planning Policy Guidance has subsequently encouraged authorities to use digital media (including social media

tools and other platforms) to communicate with communities, where appropriate. The recommended approach builds in flexibility to allow for new and emerging technologies, and different ways of working, to be considered, as necessary.

5. Additionally, new legislation has emerged since the 2007 SCI, such as the Localism Act 2011 and subsequent Regulations regarding Neighbourhood Planning and Community Infrastructure Levy. Whilst we have used the current SCI to ensure our consultations have been compliant with the Regulations, a revision to the document presents an opportunity to cover these policy areas in detail.
6. The updated SCI [Annex C] details consultation expectations for any future planning policy documents - Local Plan, Joint Minerals and Waste Plan, neighbourhood plan, supplementary planning documents - and planning applications through the Development Management process. The revised SCI aims to streamline our approach to consultation and allow flexibility to respond to new techniques and methods. This reduces the risk of the SCI becoming out of date as legislation and requirements change over time. Whilst it sets out relevant techniques and timescales that may be used for each type of consultation, for planning policy, it also dictates that a Consultation Strategy be approved prior to commencing consultation which will set the scope and be appropriate to the document type, stage and requisite techniques available/ applicable.
7. Consultation on the SCI also allows the development of a contact database for planning matters. In line with our privacy notices, we can only use the details relevant to the matters people have previously registered an interest in. This will need to be updated as the current Local Plan process concludes to ensure we contact people who continue to be interested in the process or are up-to-date contacts for our Statutory consultees.
8. The recommended approach to consult on the SCI allows public comment on the approach. Whilst this is not specifically required (see policy section below), this will be the first comprehensive update since 2007.

Policy Basis for Decision

9. A key aim of the planning system is to strengthen community and stakeholder involvement in the development of local communities. Under the provisions of the Planning and Compulsory Purchase Act 2004, Local Planning Authorities are required to prepare an SCI which sets out the Council's proposals on how the community will be consulted on planning policy documents and planning applications.
10. In deciding who to consult, there is a clear distinction between statutory and non-statutory consultees. Regulations set out what bodies constitute a statutory consultee required as part of the planning process. The Council has also legal requirement to make information available to interested residents and organisations, as well as a legal duty to consult with 'specific' and 'general' consultation bodies; 'Specific' consultation bodies are groups that have expertise and knowledge in a particular subject whilst 'general' consultation bodies may include voluntary and other groups with an interest in the local area.
11. The regulations also include a 'duty to co-operate' which places a legal duty on local authorities to engage "*constructively, actively and on an ongoing basis*" with relevant strategic policy makers. During the preparation of the Local Plan, and any associated planning policy documents (such as SPD's), the Council must formally consult the specific and general consultation bodies at all stages.
12. For planning policy documents, the Regulations require that the Council must produce Consultation Statements at key stages of development plan (Local Plan) preparation, which outline in more detail the precise scope and means of consultation as well as reporting on the key outcomes. These Consultation Statements should be read in conjunction with the SCI.
13. A separate legal requirement exists under the Neighbourhood Planning Regulations that requires the body preparing a Neighbourhood Plan (Parish Council or Neighbourhood Forum) to undertake consultation prior to submission of the final plan to the Council. As part of meeting Basic Conditions for Submission, they must produce and submit a Consultation Statement outlining the methods of consultation in the pre-submission stages of the plan's production. Once submitted, obligations for submission consultation sit with the Council, at which point the SCI is relevant.

14. For planning applications, alongside the statutory consultations, we consult specialists within the Council and external amenity and advisory groups, as appropriate. Parish Councils and Neighbourhood Planning Panels are also consulted about applications within their areas. Additionally, there is no statutory requirement to consult on the following types of applications but interested parties can choose to be notified about them via Public Access¹ as well as sign up to receive alerts about new planning applications in an area:
- certificates of lawfulness of proposed use or development;
 - certificates of lawfulness of existing use or development;
 - internal alterations only to a Grade II listed building;
 - advertisements;
 - approval of details; and
 - non-material amendments.
15. Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations (as amended) requires that local planning authorities should review their SCIs at least once every 5 years to ensure that policies remain relevant and effectively address the needs of the local community. Whilst the adopted SCI was subject to a partial review in 2020 to take account of new Covid Pandemic regulations, which affected consultation techniques, a comprehensive update is now required.
16. Paragraph 035 of the National Planning Policy Guidance (NPPG) states that *“There is no requirement for local planning authorities to consult when reviewing and updating their Statement of Community Involvement. We would encourage authorities to publish documents forming part of their evidence base as they are completed on their website in an accessible format, rather than waiting until options are published or a local plan is published for representations, to keep communities informed and involved. We would encourage authorities to use social media tools and other platforms to communicate with communities, where possible.”*
17. The Council’s Resident Engagement Strategy was approved by Executive in April 2021. It is based on good practice developed by the Local Government Association in consultation with local authorities “the New Conversation Guide” and the Local

¹ <https://www.york.gov.uk/SearchPlanningApplications>

Government Authority engagement framework, “Continuum of Involvement” sometimes known as the *Ladder of Engagement*.

18. Although not all consultations are statutory, consultations are increasingly becoming grounds for successful judicial reviews as they can lead to “unlawful decisions”². The LGA’s New Conversation Guide provides a toolkit to support officers develop and deliver consultations with this in mind.
19. When considering the council’s four core commitments:
 - **Equalities and human rights** : The SCI builds on lessons learned throughout implementation of the Council’s resident engagement strategy, discussed at September 2023’s Scrutiny Committee. Lessons learned about how best engage the disabled community, younger residents and people who typically don’t engage, ensure broad and representative participation by providing a blend of consultation techniques that are accessible and inclusive. This recognises that although online engagement might be preferable in some circumstances, to ensure accessibility, there are other occasions when face to face discussions in accessible venues might be more appropriate, for example. The aim of the SCI is to ensure the way in which the Council consult on planning matters is transparent and who we will consult in the process. On this basis, the SCI aligns with the Council Plan core commitment regarding equalities and the way we operate to achieve this.
 - **Affordability**: The SCI recognises that consultation should be available to people affected by the planning proposals, and as a result, consultations will always be available free of charge to the participant.
 - **Climate and environment**: When developing consultations techniques and material, the Consultation Strategy will consider how reducing carbon emissions of materials, or travel, will be incorporated.
 - **Health and wellbeing**: where possible, to encourage participation, and support mental wellbeing during consultations, planning materials will be provided in plain English, demystifying the process as much as possible and,

² [Where others went wrong.pdf \(local.gov.uk\)](#)

recognising the complexities of the planning system, aiming to reduce concern.

Financial Strategy Implications

20. Production of the SCI has been in-house coordinated across the Strategic Planning Policy and Planning & Development Services teams.
21. Consultation will be targeted across email, social media and via the Council's website. Costs should be limited to contacting those previously on our policy database who have only provided a postal address to ensure they are informed of the consultation and requirement to re-register their interest in the process. Further costs may be incurred for face-to-face meetings, subject to agreement of the consultation strategy.

Recommendation and Reasons

22. (i) Members are requested to approve the draft revised SCI (Annex C) for public consultation

(ii) The consultation strategy for the SCI is delegated to the Corporate Director of Place in consultation with the Executive Member for Housing, Planning and Safer Communities

Reason: To update the Statement of Community Involvement as the regulatory consultation document for planning purposes.

Background

23. The Council's original SCI was adopted in December 2007, as the first document to be produced as part of the Local Development Framework and it continues to form part of the authority's Development Plan.
24. The 2007 document sets out the methodology and key principles on how the Council intended to consult on the Local Development Framework suite of documents. Similarly, it also set out the methodology and key principles for consultation on planning applications and the Development Management process.

25. The Council published an SCI update in November 2020, which was in response to the Coronavirus (COVID-19) Pandemic and updated guidance from the Government regarding planning matters and consultation. This was appended to the SCI 2007 to ensure it was read in conjunction with the previous arrangements (see background report).
26. The revised SCI covers:
 - Plan-making for the Local Plan, Minerals & Waste Plan and Neighbourhood Plans;
 - Supplementary planning documents (SPDs);
 - Community Infrastructure Levy; and
 - Development Management process for planning applications.
27. For plan-making, changes have been made in order to reflect the contemporary process of plan preparation under the NPPF and to clarify when and how formal consultation will take place in preparing plans. The updated SCI also presents that:
 - The Local Development Scheme (LDS) sets the programme for preparing plan making documents ensuring that interested parties can keep track of progress³;
 - its legal duties requiring consultation with statutory, specific and interested parties, as set out above (para 10-13).
28. Neighbourhood plans is a new topic area reflecting the introduction of neighbourhood planning legislation. This section covers the 5 key stages of neighbourhood plan preparation and the responsibilities of the Council when a plan is under preparation as well as the Council's consultation duties post submission by the neighbourhood planning group preparing the plan. The consultation process broadly reflects the consultation principles set out for Local Plan documents but also any specific regulatory requirements, including the referendum process.
29. The section in the existing SCI relating to consultation on planning applications has been reviewed to update and streamline and make the information provided more accessible. This has been achieved while retaining a requirement to consult that accords with the statutory requirements and encourages additional consultation proportionate to the development proposal.

³ The latest LDS was approved by Executive on 14 December 2022 (item 67)

Consultation Analysis

30. Consultation on the 2007 SCI took place in accordance with the Regulations set out under Paragraphs 9-14.
31. Consultation since adoption of the SCI in relation to planning policy documents and Development Management has been undertaken in line with the SCI 2007 and 2020 Addendum, where necessary.
32. At each consultation stage, a database of contacts has been updated in accordance with our privacy notices for the Local Plan, Neighbourhood Planning and Development Management. This has ensured those interested parties have been kept up-to-date from that point forward, where applicable.

Options Analysis and Evidential Basis

33. The following options are available to Members:
 1. To update the SCI in the previous format;
 2. To update the SCI in a revised, succinct format;
 3. To consult on the revised SCI;
 4. To not consult on the revised SCI.
34. The latest adopted SCI was published in 2007. Government guidance prescribes that this should be updated every 5 years and since its publication, relevant consultation methods, the regulatory framework and best practice have evolved, particularly following the pandemic and temporary change to consultation expectations. It is therefore considered that an update to the SCI must be undertaken.
35. Options 1 and 2 would both update the content to align with contemporary methods and guidance. However, option 2 is recommended over Option 1 for the reasons stated under the 'benefits and challenges section'. Principally, this makes the information more succinct and accessible for those seeking to check the Council's commitment to planning consultations. Further, it allows flexibility at each stage of required consultation on planning policy documents to ensure it is appropriately tailored to the consultation stage and include the relevant bodies/organisations at the time of the consultation. It will also allow changes to be made to

Development Management consultations should these be progressed through the regulatory framework.

36. As set out under paragraph 16, there is no regulatory requirement to consult on a revised SCI, just to publish and ensure it is accessible on the Council's website. Both Options allow the publication of a new SCI. However, option 3 is preferred to allow public consultation on the revised document given the length of time since the original document, and additional sections included in the revised document. In line with the requirements in the SCI for planning policy matters, we would recommend as part of this option that a consultation strategy is developed and agreed prior to consultation aligned with the Council's Resident Engagement Strategy.

Organisational Impact and Implications

- **Financial** – The majority of consultation is dealt with through online activity with limited costs. These costs can be contained within ongoing revenue budgets.
- **Human Resources (HR)** - No Implications
- **Legal** - Under the provisions of the Planning and Compulsory Purchase Act 2004, Local Planning Authorities are required to prepare an SCI which sets out the Council's proposals on how the community will be consulted on planning policy documents and planning applications.

Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations (as amended) requires that local planning authorities should review their SCIs at least once every 5 years to ensure that policies remain relevant and effectively address the needs of the local community.

Whilst there is no legal requirement to consult on the contents of the SCI, a public consultation on the draft SCI would follow best practice.

- **Procurement** - No implications anticipated.
- **Health and Wellbeing** – Opportunities to feed into consultation from the Public Health team and wider services will be identified as part of planning policy consultation and engagement

strategies. This should ensure that health and wellbeing matters are effectively considered and consultation can be targeted, where necessary. For Development Management, we anticipate that current arrangements for consultation on applications will continue where they are identified to be applicable.

- ***Environment and Climate action*** - No implications
- ***Affordability*** – No Implications
- ***Equalities and Human Rights*** - The Council recognises, and needs to take into account its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions).

An Equalities Impact Assessment has been carried out and is annexed to this report at Annex A. In summary, the results of the assessment demonstrates the proposal support the equalities and human rights ensuring that opportunities to engage with planning consultations is equal. There are opportunities to advance equality and foster good relations through targeted and specific consultation in plan-making, which will be subject to continuing monitor and review. The development of an appropriate consultation and engagement strategy for plan-making consultations should lead to positive engagement.

- ***Data Protection and Privacy***- Data protection impact assessments (DPIAs) are an essential part of our accountability obligations and are a legal requirement for any type of processing under UK GDPR. Failure to carry out a DPIA when required may leave the council open to enforcement action, including monetary penalties or fines. DPIAs helps us to assess and demonstrate how we comply with all of our data protection obligations. It does not have to eradicate all risks but should help to minimise and determine whether the level of risk is acceptable in the circumstances, considering the benefits of what the council wants to achieve. As there is no personal data, special categories of personal data or criminal offence data being processed to inform the options for approval in this report, there is no requirement to complete a DPIA for it. This is evidenced by completion of DPIA

screening questions AD-03890. However, there will need to be consideration and completion of DPIAs where required, as part of the work required to implement the approved option(s) from this report.

- **Communications** - The development of individual consultation and engagement strategies for planning policy documents will allow targeted input for communications, including appropriate social media campaigns and press releases.
- **Economy** - No Implications.

Risks and Mitigations

37. In compliance with the Council's Risk Management Strategy, the main risks associated with updating the SCI are risks arising from failure to comply with the regulatory framework for planning.

Wards Impacted

38. All Wards will be impacted by this decision.

Contact details

For further information please contact the authors of this Decision Report.

Author

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Job Title:	Head of Strategic Planning Policy
Service Area:	Please insert
Telephone:	Please insert
Report approved:	Yes
Date:	29/02/2024

Co-author

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Report approved:	Yes
Date:	29/02/2024

Background papers

[Statement of Community Involvement \(2007\)](#), incorporating the Statement of Community Involvement Update (2020)

Resident engagement strategy [Agenda for Corporate Services, Climate Change and Scrutiny Management Committee on Monday, 25 September 2023, 5.30 pm \(york.gov.uk\)](#) item 5

Annexes

- Annex A: Equalities Impact Assessment (EIA)
- Annex B: Data Protection Impact Assessment Screening (DPIA)
- Annex C: Statement of Community Involvement (Draft, 2024).

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City of York Council
Equalities Impact Assessment

Who is submitting the proposal?

Directorate:	Economy & Place		
Service Area:	Strategic Planning Policy		
Name of the proposal :	Statement of Community Involvement Update		
Lead officer:	Alison Cooke – Head of Strategic Planning Policy		
Date assessment completed:	5/2/24		
Names of those who contributed to the assessment :			
Name	Job title	Organisation	Area of expertise
Laura Williams	Assistant Director Customer, Communities and Inclusion	City of York Council	Customer, Communities and Inclusion

Step 1 – Aims and intended outcomes	
1.1	<p>What is the purpose of the proposal? Please explain your proposal in Plain English avoiding acronyms and jargon.</p>
	<p>The purpose of this proposal is to present an update to the Statement of Community Involvement (SCI) and requests members to agree consultation on this revised version. The Statement of Community Involvement sets out the Council's methods for how the community will be involved in the production of planning documents and through the development management process. It forms part of the Statutory Development Plan for the city and is required to be regularly reviewed.</p>
1.2	<p>Are there any external considerations? (Legislation/government directive/codes of practice etc.)</p>
	<p>Statements of Community Involvement are a statutory requirement. Under the provisions of the Planning and Compulsory Purchase Act 2004, local authorities are required to update their adopted SCI every 5 years. Other regulations include the Town and Country Planning (Local Planning) (England) Regulations, Localism Act 2011, Neighbourhood Planning Regulations, and changes required during the Covid Pandemic (National Planning Policy Guidance paragraphs 076-079 – withdrawn August 2023)</p> <p>Additionally, the Council's duties under the Equalities Act 2010 and the Human Rights Act 1998 are key considerations in the process.</p>
1.3	<p>Who are the stakeholders and what are their interests?</p>
	<p>The stakeholders include statutory consultees, interested parties and members of the public, who would like to respond to consultations on planning documents and planning applications.</p> <p>In deciding who to consult, there is a clear distinction between statutory and non-statutory consultees. Regulations set out what bodies constitute a statutory consultee required as part of the planning process. The Council has also a legal requirement to make information available to interested residents and organisations, as well as a legal duty to consult with 'specific' and 'general' consultation bodies; 'Specific' consultation bodies are groups that have expertise and knowledge in a particular subject whilst 'general' consultation bodies may include voluntary and other groups with an interest in the local area.</p>

	Additionally, the regulations include a 'duty to co-operate' which places a legal duty on local authorities to engage 'constructively, actively and on an ongoing basis' with relevant strategic policy makers.
1.4	What results/outcomes do we want to achieve and for whom? This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.
	<p>The updated SCI presents a simpler, more flexible approach to consulting individuals or organisations, using the most appropriate methods. It brings into the SCI up-to-date legislative requirements. For plan-making, the SCI requires that a consultation strategy is drafted at each relevant consultation stage to ensure that the methods and consultees are appropriate. It also sets out how consultation will be undertaken for Supplementary Planning Documents and Neighbourhood Plans. For Development Management, the SCI clearly sets out the protocols for which people will be consulted within the planning application process.</p> <p>The proposal directly reflects the core aims of the Council Plan (One City for All – 2023-2037). The approach set out in the SCI will directly ensure that the right participants are engaged supporting the plan's core commitment to Equalities & Human Rights. Section 12 of the Council Plan (Working with Communities) champions working in partnership with providers in the City, learning from community groups, listening to residents through various mediums – which is all reflected in the approach set out in the SCI.</p>

Step 2 – Gathering the information and feedback

2.1	What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights? Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.	
	Source of data/supporting evidence	Reason for using
	Statutory legislation (as set out in Section 1.2 above)	Sets the requirements and formal framework to be included in the SCI

National Planning Policy Guidance	Provides guidance about the requirements
Planning Policy database	This database provides the contact detail for consultees (Statutory and non-Statutory) for individuals and bodies to be consulted.
'Uniform Consultee list' for planning applications	This provides contact details for interested parties for planning applications.

Step 3 – Gaps in data and knowledge

3.1	What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.		
Gaps in data or knowledge		Action to deal with this	
N/A		N/A	

Step 4 – Analysing the impacts or effects.

4.1	Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments? Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.		
Equality Groups and Human Rights.	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
Age	No impacts identified	0	N/A

Disability	For plan-making, there will be opportunities to engage and work with those who identify as either having an impairment or being a disabled person. The revised SCI allows flexibility for this to be detailed at individual stages of consultation to maximise input where relevant.	+	L
Gender	No impacts identified	0	N/A
Gender Reassignment	No impacts identified	0	N/A
Marriage and civil partnership	No impacts identified	0	N/A
Pregnancy and maternity	No impacts identified	0	N/A
Race	For plan-making, there will be opportunities to engage and work with harder to reach groups such as gypsies and travellers. The revised SCI allows flexibility for this to be detailed at individual stages of consultation to maximise input where relevant.	+	L
Religion and belief	No impacts identified	0	N/A
Sexual orientation	No impacts identified	0	N/A
Other Socio-economic groups including :	Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?		
Carer	No impacts identified	0	N/A
Low income groups	No impacts identified	0	N/A

Veterans, Armed Forces Community	No impacts identified	0	N/A
Other	N/A - no other groups identified	N/A	N/A
Impact on human rights:			
List any human rights impacted.	No impacts identified	0	N/A

High impact (The proposal or process is very equality relevant)	<p>There is significant potential for or evidence of adverse impact</p> <p>The proposal is institution wide or public facing</p> <p>The proposal has consequences for or affects significant numbers of people</p> <p>The proposal has the potential to make a significant contribution to promoting equality and the exercise of human rights.</p>
Medium impact (The proposal or process is somewhat equality relevant)	<p>There is some evidence to suggest potential for or evidence of adverse impact</p> <p>The proposal is institution wide or across services, but mainly internal</p> <p>The proposal has consequences for or affects some people</p> <p>The proposal has the potential to make a contribution to promoting equality and the exercise of human rights</p>
Low impact (The proposal or process might be equality relevant)	<p>There is little evidence to suggest that the proposal could result in adverse impact</p> <p>The proposal operates in a limited way</p> <p>The proposal has consequences for or affects few people</p> <p>The proposal may have the potential to contribute to promoting equality and the exercise of human rights</p>

Step 5 - Mitigating adverse impacts and maximising positive impacts

5.1	Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?
<p>The SCI reflects a positive and proactive approach to consultation on planning documents and planning applications. It will not discriminate who can respond to consultations, providing access to comment to consultations from anyone who wishes to be involved in the process, thereby avoiding any unlawful prohibited conduct or adverse impacts, such as certain individual or organisations being unable to be involved in the process.</p> <p>There will be opportunities in the plan-making process to ensure that consultation proposals are targeted at harder to reach group to ensure their views are represented in policy making where applicable.</p> <p>The SCI will be subject to monitoring and periodic review, in line with the requirements in the legislation.</p>	

Step 6 – Recommendations and conclusions of the assessment

6.1	Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:
-----	--

<ul style="list-style-type: none"> - No major change to the proposal – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review. 	
<ul style="list-style-type: none"> - Adjust the proposal – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations. - Continue with the proposal (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty - Stop and remove the proposal – if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed. <p>Important: If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.</p>	
Option selected	Conclusions/justification
<i>No major change to the proposal</i>	<i>The EIA demonstrates the proposal is robust. The SCI seeks to ensure that opportunities to engage with planning consultations is equal. There are opportunities to advance equality and foster good relations through targeted and specific consultation in plan-making, which will be subject to continuing monitor and review.</i>

Step 7 – Summary of agreed actions resulting from the assessment

7.1 What action, by whom, will be undertaken as a result of the impact assessment.			
Impact/issue	Action to be taken	Person responsible	Timescale
N/A	N/A	N/A	N/A

Step 8 - Monitor, review and improve

8. 1	How will the impact of your proposal be monitored and improved upon going forward? Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?
	It is anticipated that the Statement of Community Involvement will be monitored annually and reviewed every 5 years, in line with the Regulations.

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DPIA Screening Questions

The below screening questions should be used to find out if a DPIA is necessary. If you answer "Yes" to any of the questions below, it is an indication that a DPIA is required so please contact information.governance@york.gov.uk for advice and support on completing a DPIA

Please send your completed form to information.governance@york.gov.uk

Title/Reference	AD-03890 – Statement of Community Involvement	
Brief description	Statement of Community Involvement (SCI) sets out the Council's proposals for how the community will be involved in the production of planning documents and through the Development Management process, as required under the provisions of the Planning and Compulsory Purchase Act (2004). It forms part of the Statutory Development Plan for the city.	
	This report requests members to agree an update to the SCI for consultation purposes.	
Screening completed by		
Name	Lorraine Lunt / Alison Cooke	
Job Title	Head of Strategic Planning Policy	
Department	Strategic Planning Policy, City Development, Place Directorate	
Email	alison.cooke2@york.gov.uk	
Review date	23/02/2024	
Screening Questions – please answer the below questions for how you are planning to or already do use, personal identifiable information eg personal data, special categories of personal data or criminal offence and conviction data		Yes or No
1	Use systematic and extensive profiling or automated decision-making to make significant decisions about people.	N
2	Process special category data or criminal offence data on a large scale.	N
3	Systematically monitor a publicly accessible place on a large scale.	N
4	Use new technologies, innovative technological or organisational solutions.	N
5	Use profiling, automated decision-making or special category data to help make decisions on someone's access to a service, opportunity or benefit.	N
6	Carry out profiling on a large scale including evaluation or scoring	N
7	Process biometric or genetic data.	N
8	Combine, compare or match data from multiple sources.	N but will need to review for the approved option from report

Annex B

9	Process personal data without providing a privacy notice directly to the individual and/or other processing involving preventing data subjects from exercising a right or using a service or contract.	N but will need to review /update the current PNs and/or do one for the approved option from report
10	Process personal data in a way which involves tracking individuals' online or offline location or behaviour or other systematic monitoring	N
11	Process children's personal data for profiling or automated decision-making or for marketing purposes, or offer online services directly to them.	N
12	Process personal data which could result in a risk of physical harm in the event of a security breach.	N but will be from approved option

Statement of Community Involvement 2024

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Introduction

- 1.1 Under national legislation, a local planning authority must prepare a Statement of Community Involvement¹ setting out how we will engage with all those with an interest in development in the area. This SCI sets out how we will involve people when preparing planning documents or consulting on planning applications. It also describes how we will support groups undertaking neighbourhood planning.
- 1.2 We recognise the important role that the community plays in shaping the built environment. We will provide opportunities and make it as simple as possible for everyone to become involved in the planning process, regardless of their circumstances. We want consultation and engagement to work for everyone and lead to better decision making.
- 1.3 We will align with and reflect on lessons learned from implementing the Council's Resident Engagement Strategy, approved by Executive in April 2021, where applicable. This is based on good practice developed by the Local Government Association in consultation with local authorities.

¹ The Planning and Compulsory Purchase Act 2004 (Section 18) (as amended). The minimum requirements for community involvement are set out in the Town and Country Planning (Local Planning) (England) Regulations 2012.

Part 1: Plan-making documents

Plan-making

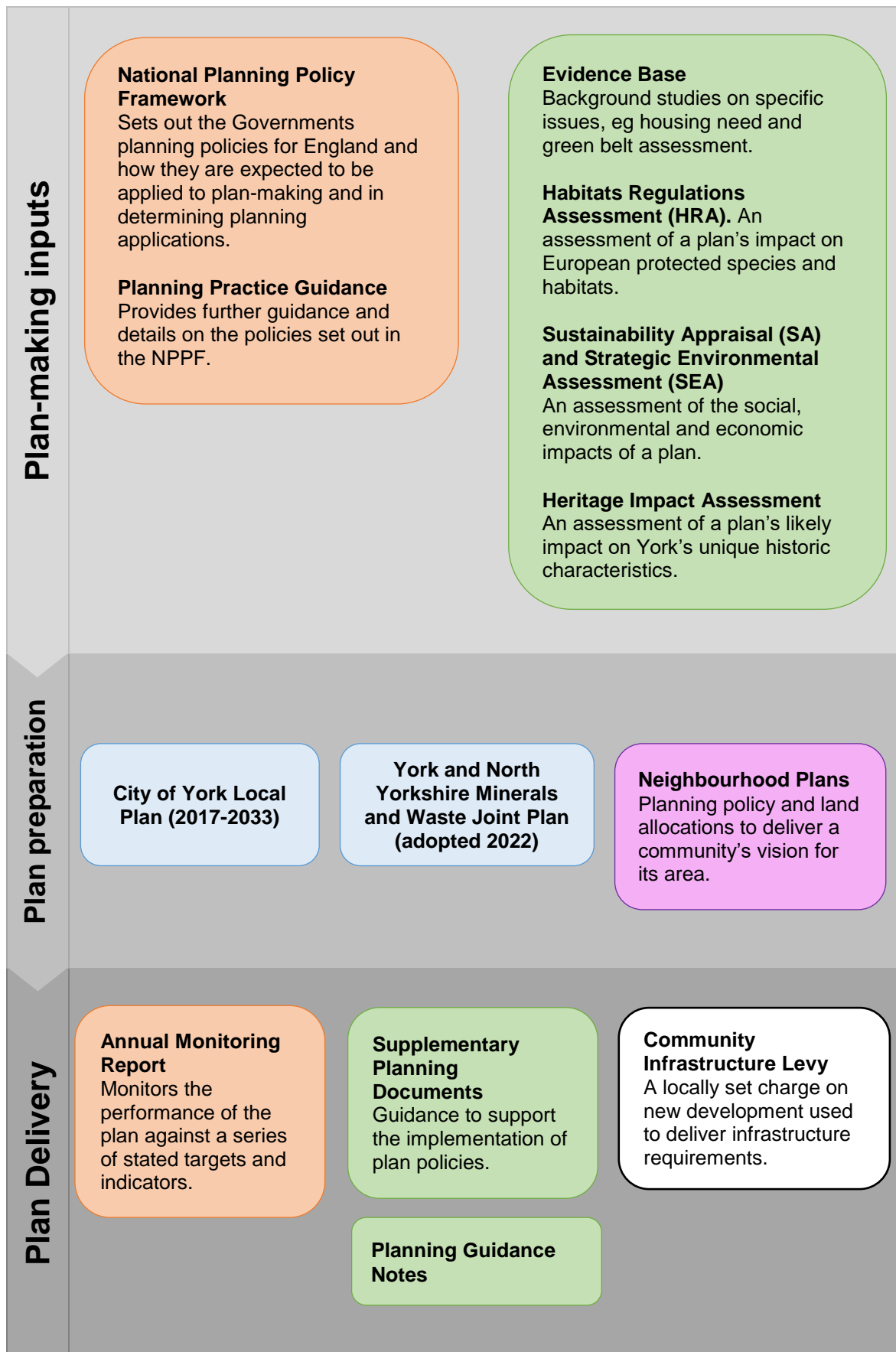
2.1 We produce a **Local Development Scheme (LDS)** which sets out our programme for preparing plan-making documents. The LDS is kept up-to-date and published on our website to ensure that local communities and interested parties can keep track of progress. Plan making documents include:

- **The Local Plan.** We are currently preparing our development plan, the City of York Local Plan. The Local Plan sets out a vision and a framework for York's future development, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure as well as a basis for conserving and enhancing the natural and historic environment, mitigating and adapting to climate change, and achieving well designed places. It also defines York's detailed green belt boundary. We must review the local plan at least once every 5 years from its adoption date to ensure policies remain relevant and effectively address the needs of the local community².
- **Minerals and Waste Plan.** York adopted a combined Minerals and Waste Joint Plan in 2022 in conjunction with North Yorkshire County Council and North York Moors Council. The Plan sets out the approach to making decisions on future minerals and waste-related development, policies for minerals and waste types produced in the area (including development management issues) and consideration of sites for future minerals and waste development.
- **Neighbourhood Plans.** Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area. Neighbourhood plans can direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan. There is no legal requirement to review neighbourhood plans every 5 years, however individual policies may become out-of-date. In such cases the qualifying body may give consideration to whether it is an appropriate time to review and to update their neighbourhood plan, or part of it, in order to keep it in general conformity with the most recent development plan.

2.2 The LDS also sets out the timetable for the production of **Supplementary Planning Documents (SPDs)**, where agreed, which build on and provide more detailed advice or guidance on policies in an adopted local plan. They do not form part of the development plan so cannot introduce new policy but are material considerations in decision making. Consultation arrangements for SPDs are described in Part 2.

² <https://www.legislation.gov.uk/ukxi/2017/1244/regulation/4/made>

Figure 1: Plan-making overview



City of York Local Plan & Minerals and Waste Joint Plan

Who will we consult with?

- 2.3 The council has a legal requirement to make information available to interested residents and organisations, as well as a legal duty³ to consult 'specific' and 'general' consultation bodies. The 'specific' consultation bodies are groups that have expertise and knowledge in a particular subject. The 'general' consultation bodies include voluntary and other groups with an interest in the local area, including different racial or ethnic groups, religious groups, equalities groups or local businesses. During the preparation of the Local Plan and any associated planning policy documents (such as Supplementary Planning Documents) the council will formally consult the 'specific' and 'general' consultation bodies at all stages.
- 2.4 When preparing policies which address strategic matters, such as Local Plans or Minerals and Waste Plans, we are required to cooperate with other Local Authorities and other bodies through the 'Duty to Cooperate'⁴. This places a legal duty on local authorities to engage "constructively, actively and on an ongoing basis" with relevant strategic policy makers. Certain other public bodies are also subject to the duty to cooperate, as set out in regulations.⁵ Neighbourhood Planning bodies are not bound by the 'duty to cooperate'.
- 2.5 We must also ensure we meet the requirements of the Equality Act 2010. To ensure the views of harder to reach groups are represented, we will work closely with relevant organisations that have experience in a particular matter to find the best way of consulting and liaising with these groups.

How can you keep up to date?

- 2.6 We keep a database of contacts to notify of future plan-making activities in accordance with our privacy notices. Notifications will be automatically sent to statutory consultees and people registered on the consultation database when consultation on planning policy documents takes place.
- 2.7 You can request to be added to our Planning Policy Consultation Database by emailing: localplan@york.gov.uk or by phone (01904) 552255.

Where will consultation documents be made available?

- 2.8 We will use digital technology to make it easy for you to view information and get involved. However, we also recognise that many people also like to have face-to-face conversations and access to physical documents and therefore



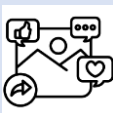



³ Local Plan preparation <https://www.legislation.gov.uk/ukxi/2012/767/regulation/18/made> and interpretation of consultation bodies <https://www.legislation.gov.uk/ukxi/2012/767/regulation/2/made>

⁴ <https://www.legislation.gov.uk/ukpga/2004/5/section/33A>

⁵ <https://www.legislation.gov.uk/ukxi/2012/767/regulation/4/made>

we will try to strike the appropriate balance between approaches when undertaking consultation.

2.9 We will use the following methods to engage with different groups.

Consultation method	Comment
 Website	<p>All consultation documents will be made available on our website at www.york.gov.uk .</p> <p>We will create bespoke consultation websites to support engagement.</p> <p>With the right tools, documents are being made more accessible.</p> <p>Online comments forms will be used to gauge views on planning documents.</p>
 Email	<p>E-communications can be a highly efficient and cost-effective way of publicising information about the planning service to the widest possible number of people and organisations. We will only email statutory, specific and general consultees, and those who have asked to be involved.</p>
 Social media	<p>We will promote the use of social media to make involvement easier, more wide-reaching and cost effective.</p>
 Letters	<p>We understand that not all consultees will have access to the internet, and some may prefer to continue to receive written correspondence. Where this is the case, we will only send letters to statutory, specific and general consultees, and those who have asked to be involved.</p>
 Press notice	<p>We will publish formal press notifications of the formal stages of consultation, with details of the duration of each consultation period and how to respond.</p>
 Face-to-face	<p>We recognise that there are occasions when it is preferable to discuss planning matters in person. This could include us attending ward committees, pop-up events, community meetings or being available to meet at West Offices. All consultation documents will be available to view at West Offices via prior appointment.</p>

- 2.10 Consultations on plan-making documents will run for at least 6 weeks to align with planning regulations, where relevant⁶.
- 2.11 We will prepare a **Consultation and Engagement Strategy** for each consultation stage, where relevant to set out in more detail the agreed approach to consultation. This will align with the Council's Resident Engagement Strategy, where applicable.
- 2.12 All consultation documents will be made available on the council's website at www.york.gov.uk and at West Offices. Copies may also be made available in other locations, eg relevant libraries. Should you wish to view a hard copy of any consultation document, this will be by appointment request. Please contact the Strategic Planning Policy Team: email localplan@york.gov.uk or phone 01904 552255 to discuss.

⁶ [The Town and Country Planning \(Local Planning\) \(England\) Regulations 2012 \(legislation.gov.uk\)](http://legislation.gov.uk)

Neighbourhood Plans

What are Neighbourhood Plans?

- 2.13 The Localism Act 2011 introduced the opportunity for local communities to prepare neighbourhood plans and neighbourhood development orders. Neighbourhood planning gives local communities increased powers to shape development their local area and deliver a community's vision. These can be prepared by Parish Councils or designated Neighbourhood Forums and once adopted, form part of the statutory development plan to be used for decision-making (planning applications) in their area.
- 2.14 Neighbourhood plans set out locally defined land use planning policies applicable to the agreed Neighbourhood Area. Neighbourhood plans can allocate land for development, such as housing, employment, leisure and community uses. However, they must be in general conformity with the Local Plan for the area and must accord with national legislation (for example, in terms of nature conservation). This means that Neighbourhood Plans cannot propose less growth than the Local Plan or prevent development from taking place in an area but principally can help shape the type and location of new development.

How can you keep up to date?

- 2.15 We keep a database of contacts to notify of future plan-making activities in accordance with our privacy notices. Notifications will be automatically sent to statutory consultees and people registered on the consultation database when consultation on planning policy documents takes place.
- 2.16 You can request to be added to our Planning Policy Consultation Database by emailing: localplan@york.gov.uk or by phone (01904) 552255.

Where will consultation documents be made available?

- 2.17 There is a joint responsibility between the body designated to bring forward a Neighbourhood Plan and City of York Council, as the Planning Authority, in the preparation of a Neighbourhood Plan.
- 2.18 The preparation of the plan is a staged process. Although the Neighbourhood Plan making process itself is community led, the draft plan must be submitted to the Council to undergo the next stage of the process wherein local planning authorities have a statutory duty to lead on an independent examination of the Plan. If examination is successful, the Neighbourhood Plan is subject to a referendum of the local community, undertaken by the Council, before it can be adopted (otherwise known as 'made').

- 2.19 City of York Council will support local communities undertaking the production of a neighbourhood plan according to the stage of preparation. This includes by providing information, guidance and making arrangements for any Examination and Referendum.

Stages of Consultation for Neighbourhood Plan preparation

- 2.20 There are 5 steps to producing a Neighbourhood Plan. The following sets out broadly how we can assist parish councils and neighbourhood forums at each key stage of the process.

	Stage of preparation	Who will we involve
1	<p>Making a neighbourhood area application</p> <p>The group preparing the plan (parish council or neighbourhood forum) sets out the proposed area and an explanation for it and justification for why the group submitting the application wishes to be a qualifying body.</p> <p><i>Who can be a qualifying body?</i></p> <p>Neighbourhood plans can only be made by one of two groups</p> <ul style="list-style-type: none"> • town/parish councils; or • neighbourhood forums. <p>An application made by a neighbourhood forum has to include details of the forum's name, it's constitution and a statement of how it meets the conditions for forums specified in the Localism Act 2011.</p>	<p>The Council will publish the application for 6 weeks and invite comments - any interested party can engage.</p> <p>We will use our website and social media to inform the local community and key stakeholders and you will be able to respond online or in writing via email/letter.</p> <p>Copies may also be made available in other locations, eg relevant libraries.</p> <p>We will make and publicise their informed decision.</p> <p>We will use the council's website to keep people informed during the process.</p>

2	Publication of proposals for the Plan	<p>For a minimum of 6 weeks the parish council or neighbourhood forum has to:</p> <ul style="list-style-type: none"> • Publicise proposals of what's going to be included in the Neighbourhood plan and bring it to the attention of the majority of those who live, work or operate businesses in the area. • Publish contact details for representations to be made. • Consult any statutory consultees. • Send a copy of the proposals to the Council. 	<p>The Council will check the Plan accords with regulations and help to publicise and consult for a six week period.</p> <p>We will use our website and social media to inform the local community and key stakeholders and you will be able to respond online or in writing via email/letter.</p> <p>Copies may also be made available in other locations, eg relevant libraries.</p> <p>We will use the council's website to keep people informed during the process.</p>
3	Submission of a Draft Plan*	<p>The Parish Council or Neighbourhood Forum must submit the following to City of York Council:</p> <ul style="list-style-type: none"> • A map of the area. • The draft plan. • A statement outlining how the proposal meets the basic conditions*. • A consultation statement (who was consulted and how; the issues raised and how they were resolved in the process leading up to Submission). <p>Once submitted, the Council lead on further</p>	<p>The Council will check and work with the Parish Council or Neighbourhood Forum to ensure the submitted documentation accords with regulatory requirements. This includes the submission of the required documents.</p> <p>We will publicise and consult for a six-week period on the submitted information.</p> <p>We will use our website and social media to inform the local community and key stakeholders and you will be able to respond online or in writing via email/letter.</p> <p>Copies may also be made available in other locations, eg relevant libraries.</p>

		preparation of the Neighbourhood Plan.	We will use the council's website to keep people informed during the process.
4	Independent examination	<p>An independent Examiner will examine the plan.</p> <p>The examiner will:</p> <ul style="list-style-type: none"> look at whether the proposals meet the regulatory requirements including basic conditions in the regulations, whether it is in conformity with the Development Plan and national planning policy; and produce a report, which will be submitted to the Council. This may set out recommendations to allow the Neighbourhood Plan to proceed to the next stages. 	<p>The Council will work with the Parish Council or Neighbourhood Forum to appoint an independent Inspector to Examine the plan.</p> <p>We will answer any supplementary questions the Inspectors may have on the Plan in conjunction with the Parish or Forum.</p> <p>We will publish the Examiners report.</p> <p>Alongside the Parish Council / forum, we will consider the Inspectors Report and take a report to the Council's Executive to decide whether to progress to a Referendum.</p> <p>We will use the council's website to keep people informed during the process.</p>
5	Referendum	<p>Subject to a successful Examination and decision by Executive, a referendum must be held with the community in the neighbourhood area to establish the level of community support for the plan.</p> <p>A simple majority of 51% of the representative community will have to be in favour for the Neighbourhood Plan to be adopted, or 'made'.</p> <p>Once adopted, the Neighbourhood Plan becomes part of the statutory development plan for the area it covers.</p>	<p>The Council will inform the parish council or neighbourhood forum of its decision to proceed to referendum.</p> <p>We will set a proposed date for the referendum (which will be run by the Council's Electoral Services Team).</p> <p>Subject to a successful referendum, we will adopt the Neighbourhood Plan.</p> <p>We will use the council's website to keep people informed during the process.</p> <p>Copies may also be made available in other locations, eg relevant libraries.</p>

* Basic conditions for a neighbourhood plan are set out in the Neighbourhood Planning Regulations as:

- A plan must have appropriate regard to national policy;
- It must conform to the strategic elements of the Local Plan;
- It must be compatible with EU obligations - for example, a Strategic Environmental Assessment may need to be carried out if the plan is likely to have significant environmental effects.
- It must also be compatible with human rights obligations;
- It should be based on up to date and robust evidence.

Part 2: Supplementary Planning Documents

What are Supplementary Planning Documents?

- 3.1 Local Plans can be supported by Supplementary Planning Documents (SPDs), which provide guidance to support the implementation of policies in the Local Plan. SPDs build on and provide more detailed advice on policies and cannot introduce new policy. SPDs can, for example, include documents such as design codes for specific sites.
- 3.2 SPDs are material considerations, which means they should be taken into account in decision making. Unlike the 'Plan-making' documents described in Part 1, SPDs do not undergo independent examination by a Planning Inspector.

How long will consultation be?

- 3.3 Consultations on supplementary planning documents will run for at least 4 weeks.

How can you keep up to date?

- 3.4 We keep a database of contacts to notify of future plan-making activities in accordance with our privacy notices. Notifications will be automatically sent to statutory consultees and people registered on the consultation database when consultation on planning policy documents takes place.
- 3.5 You can request to be added to our Planning Policy Consultation Database by emailing: localplan@york.gov.uk or by phone (01904) 552255.

Where will consultation documents be made available?

- 3.6 We will prepare a **Consultation and Engagement Strategy** for each consultation stage, where relevant to set out in more detail the agreed approach to consultation. This will align with the Council's Resident Engagement Strategy, where applicable.
- 3.7 We will use digital technology to make it easy for you to view information and get involved. However, we also recognise that many people also like to have face-to-face conversations and access to physical documents and therefore we will try to strike the appropriate balance between approaches when undertaking consultation.
- 3.8 We will use the following methods to engage with different groups:

Stages of Consultation for Supplementary planning documents (SPD)

	Stage of preparation	Who will we involve
1.	Preliminary consultation Consultation will be dependent on the scope and spatial reach of the SPD.	Consultation will be dependent on the scope and spatial reach of the SPD.
2.	Consultation on draft SPD and Statement of consultation A consultation strategy will be agreed prior to consultation in agreement with the Executive Member for Planning. We will publish the draft SPD. Following the consultation we will publish a document setting out: Who was consulted in preparing the SPD; What main issues were raised through consultation; How the SPD has addressed those issues raised.	Any interested party can respond. During the consultation period copies of consultation documents will be made available at West Offices and placed on our website ⁷ Copies may also be made available in other locations dependent on the scope or spatial reach of the SPD, eg relevant libraries.
3.	Adoption of SPD We will publish the SPD and an adoption statement.	We will send a copy of the adoption statement to any person who has asked to be notified of the adoption of the SPD. Copies of the SPD and adoption statement will be made available at West Offices and placed on our website ⁸ Copies may also be made available in other locations dependent on the scope or spatial reach of the SPD, eg relevant libraries.

⁷ <https://www.legislation.gov.uk/uksi/2012/767/regulation/35/made>

⁸ <https://www.legislation.gov.uk/uksi/2012/767/regulation/35/made>

Part 3: Consultation on Planning Applications

Involving the community

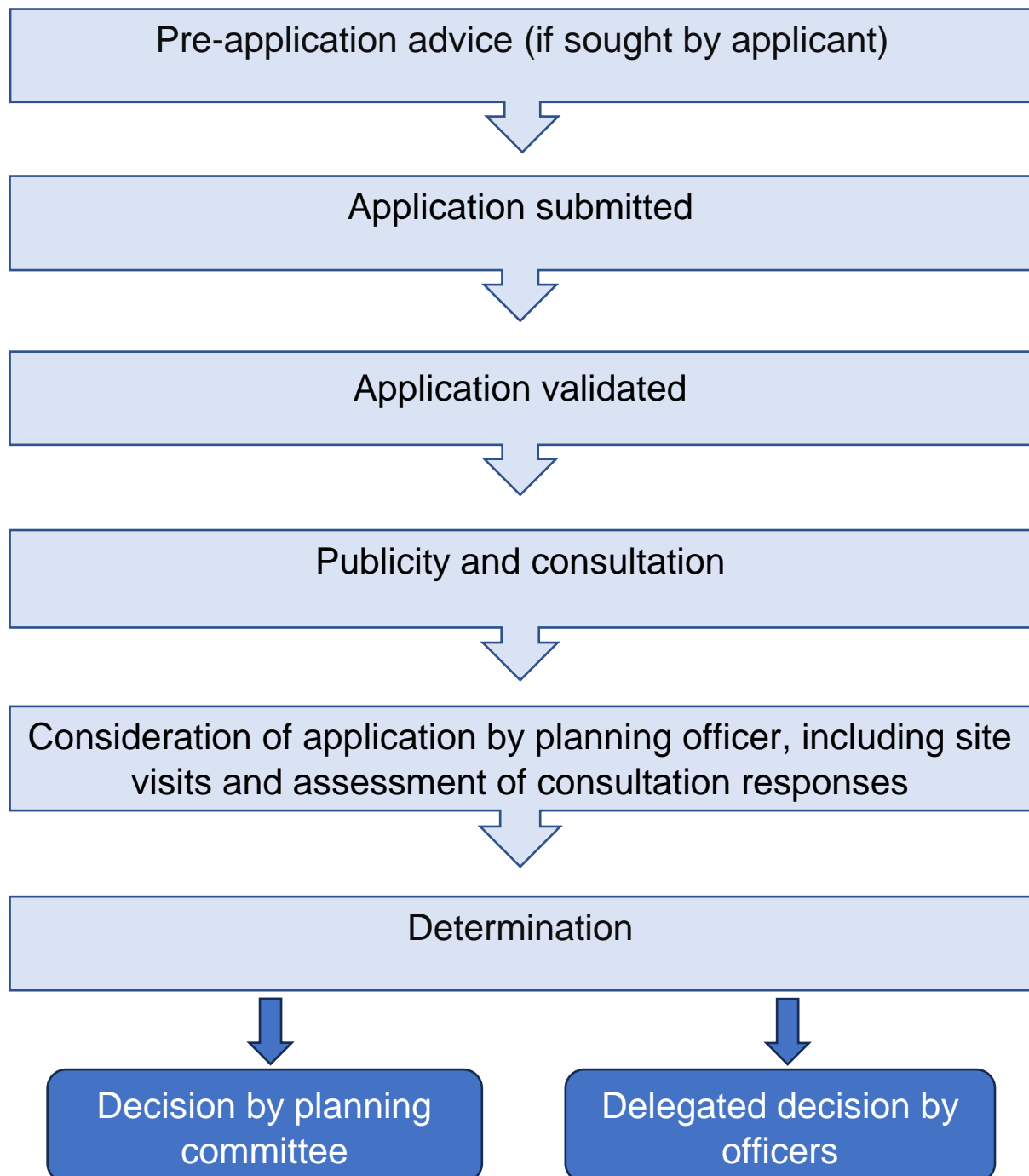
- 4.1 We are committed to ensuring that the views of the community on planning applications are taken into account. We deal with a wide range of applications, from house extensions to large-scale developments for housing, leisure or employment. Your views are important, whether as a neighbour or as a member of the wider community. They help us make fair, balanced decisions, often where difficult choices must be made.
- 4.2 We want to make the process of dealing with a planning application, and the reasons for deciding whether to approve or refuse it, open and accessible to everyone. Our aim is to achieve good, well-designed schemes that contribute to the needs of the local community and, in turn, to the city overall.

Pre Application Consultation by applicants/ agents





- 4.3 We strongly recommend that applicants/ agents seek pre-application advice from us. Further information regarding pre application advice can be found on our website: <https://www.york.gov.uk/PlanningAdvicePreApp>.
- 4.4 The Local Planning Authority cannot require applicants to engage with local communities affected by their proposals. However, taking time for engagement at the very earliest consideration of a scheme helps everyone involved to understand the scheme and we would encourage applicants to engage with local communities at this stage. Such early engagement allows applicants to explain the thinking behind proposals directly to local people, who in turn can make their views known, bringing out the things they value, and raising any concerns.
- 4.5 When pre-application consultation has been undertaken, applicants should submit a report with the application summarising the type of consultation carried out, the issues raised and their response to these issues.

The application process

4.6 The following diagram indicates the planning application process:



4.7 We will use the following methods to notify the community about planning applications:

Notification method	Comment
 Website	All applications are available to view on the Council's website via Public Access at https://planningaccess.york.gov.uk/online-applications/ . A list of all application validated each week is also available here.
 Letters	Letters are generally sent out to neighbours adjoining the application site.
 Site notice	For certain types of applications, as required by legislation, notices are displayed in a public place at or near the application site. They contain information about the proposal and details about where the plans can be viewed and how you can comment. One or more notices may be displayed depending on the size and location of the proposed development. The notice is usually displayed for 21 days or 30 days for Environmental Impact Assessment Development.
 Press notice	For certain types of applications, as required by legislation, notices are placed in a local paper.

4.8 There is no statutory requirement to consult on the following types of applications however you can choose to be notified about them via Public Access:

- certificates of lawfulness of proposed use or development;
- certificates of lawfulness of existing use or development;
- internal alterations only to a Grade II listed building;
- display of advertisements;
- approval of details; and
- non-material amendments.

Consultation on planning applications

- 4.9 In deciding who to consult on planning applications, there is a distinction between statutory and non-statutory consultees. Regulations set out what bodies constitute a statutory consultee required as part of the planning process. The National Planning Practice Guidance provides details of this: <https://www.gov.uk/guidance/consultation-and-pre-decision-matters#Public-consultation>
- 4.10 Alongside the statutory consultees (see Table 2 Statutory consultees on applications for planning applications⁹) consult specialists within the Council and external amenity and advisory groups, such as Public Health, as appropriate. Parish Councils and Neighbourhood Planning Panels are also consulted about applications within their areas.
- 4.11 The table below indicates the statutory publicity requirements for planning applications and listed building consent:

Type of development	Site notice	Site notice or neighbour notification letter	Press notice	Website
Applications for major development as defined in Article 2 of the Development Management Procedure Order (which are not covered in any other entry)	-	X	X	X
Applications subject to Environmental Impact Assessment accompanied by an environmental statement	X	-	X	X
Applications which do not accord with the development plan in force in the area	X	-	X	X
Applications which would affect a right of way to which Part 3 of the Wildlife and Countryside Act 1981 applies	X	-	X	X

⁹ <https://www.gov.uk/guidance/consultation-and-pre-decision-matters>

Applications for planning permission not covered in the entries above eg non-major development	-	X	-	X
Applications for listed building consent where works to the exterior of the building are proposed	X	-	X	X
Applications to vary/discharge conditions on a listed building consent or involving exterior works to a listed building	X	-	X	X
Applications for works which would affect the setting of a listed building, or the character or appearance of a conservation area	X	-	X	X

- 4.12 We will always consult in accordance with the statutory requirements, which is to notify adjoining neighbours of development proposals. A decision as to whether a site notice or neighbour notification letter is undertaken in accordance with the above table, will be made on a case-by-case basis.
- 4.13 Additional consultation is at the discretion of the case officer and will be proportionate to the development proposal. Where re-consultation is undertaken, timescales for responses may be shorter, at the discretion of the case officer.

Decision making

- 4.14 Once the consultation period has ended the planning officer draws together all the issues and responses received on the application into a written report. The scheme will be considered against the relevant development plan policies, national policy and any supplementary planning documents. Where representations have raised material planning considerations these will also be taken into account when making a decision.
- 4.15 The final decision is then made either under delegated authority by a senior officer or by a planning committee comprising of a number of elected councillors. When an application is to be determined at planning committee opportunity is available for interested parties and residents to address the committee; information about how to do this is provided with the details of the

committee meeting to those who have already made comment on the application.

Planning appeals

- 4.16 If an application is refused, the applicant has the right to appeal that decision. Planning appeals are dealt with by the Planning Inspectorate. We will notify anyone we originally notified and anyone who made representations about the application about any appeals. Further information can be found at <https://www.gov.uk/government/collections/make-an-appeal-to-the-planning-inspectorate-and-associated-guidance>.

How can you keep up to date?

- 4.17 You can use Public Access to sign up to receive alerts about new planning applications in your area via : <https://www.york.gov.uk/SearchPlanningApplications>

How do we keep your information?

- 4.18 Information about how we deal with your personal data is kept in accordance with our privacy notice for Planning and Development Services. This can be found on our website via <https://www.york.gov.uk/privacy> .

Part 4: Community Infrastructure Levy (CIL)

What is Community Infrastructure Levy?

- 5.1 The Community Infrastructure Levy (CIL) is a locally set charge on new development that authorities can choose to introduce across their area. It is based on the size and type of development and once set is mandatory to pay and non-negotiable. The funds raised must be used to provide infrastructure which is required to support new development across the area. Levy rates are set out within a CIL Charging Schedule.

Stages of Consultation for Community Infrastructure Levy (CIL)

- 5.2 The following process, set out in the CIL Regulations 2010 (as amended), defines how we will set and review the CIL.
- 5.3 We will prepare a Consultation and Engagement Strategy for each consultation stage, where relevant to set out in more detail the agreed approach to consultation.

	Stage of preparation	Who will we involve
1.	<p>Prepare and publish a draft charging schedule for consultation</p> <p>CIL must be supported by proportionate evidence base. We will commission this to understand the scope and viability of charges.</p> <p>A consultation strategy will be agreed with the Executive Member for Planning.</p> <p>A 'Statement of representations procedure' which explains how we intend to consult will be produced and available during consultation based on latest legislative requirements</p>	<p>Any interested party can respond.</p> <p>During the consultation period copies of consultation documents will be made available at West Offices and placed on our website¹⁰.</p> <p>Copies may also be made available in other locations dependent on the scope or spatial reach of the SPD, eg relevant libraries.</p>
2.	<p>Submission</p> <p>Following the consultation we will publish a document setting out:</p>	<p>Copies of consultation documents will be made available at West Offices and placed on our website.</p>

¹⁰ <https://www.legislation.gov.uk/ukxi/2012/767/regulation/35/made>

		<ul style="list-style-type: none"> - Who was consulted in preparing the SPD; - What main issues were raised through consultation; - How the SPD has addressed those issues raised. 	We will take a report to Executive to report on the consultation and to take a decision as to whether to proceed with CIL or a review of the CIL
3.	Examination	An independent Examiner will examine the CIL.	<p>We will appoint an independent Examiner to undertake Examination of the CIL.</p> <p>We will publish the Inspectors report on our website.</p> <p>Examination updates will be made available via our website.</p>
4.	Adoption of CIL	We will publish the CIL and an adoption statement.	<p>We will take a report to our Members with the outcomes of the CIL Examination and to make a decision to adopt the CIL.</p> <p>We will send a copy of the adoption statement to any person who has asked to be notified of the adoption of the CIL.</p> <p>Copies of the CIL and adoption statement will be made available at West Offices and placed on our website¹¹</p>

How can you keep up to date?

- 5.4 We keep a database of contacts to notify of future plan-making activities in accordance with our privacy notices. Notifications will be automatically sent to statutory consultees and people registered on the consultation database when consultation on planning policy documents takes place.
- 5.5 You can request to be added to our Planning Policy Consultation Database by emailing: localplan@york.gov.uk or by phone (01904) 552255.

¹¹ <https://www.legislation.gov.uk/ukxi/2012/767/regulation/35/made>



Meeting:	Executive
Meeting date:	14 March 2024
Report of:	Head of Housing Delivery and Asset Manager and Head of Strategic Planning Policy
Portfolio of:	Executive Member for Housing, Planning and Safer Communities

Delivering additional Gypsy and Traveller Accommodation and improving existing facilities

Subject of Report

1. The council own and manage 61 Gypsy and Traveller pitches across three sites. These are at Water Lane in Clifton, Outgang Lane in Osbaldwick, and James Street in Layerthorpe. The evidence base for the emerging Local Plan identifies the need for additional pitches to meet an identified need. These will be provided through a combination of new pitch provision on both strategic housing sites and direct delivery by the council. As well as providing new pitches, there is a need to invest in existing pitches and sites to improve the quality of accommodation and facilities for residents. This report identifies how the additional pitches will be delivered by the council alongside improvements to existing facilities. This programme of works will be forward funded with a full business case to be developed and brought before Executive this year. It is estimated the cost of the additional pitch provision and improvements will be around £5.25m.
2. The council previously adopted a Gypsy, Roma and Traveller Strategy which ran from 2013 – 2018 (see **background papers**). This Strategy was not refreshed after 2018 and instead a working group of officers and partners has been established and this

information is referenced on the Council's website¹ and in the October 2023 response to the Local Plan Planning Inspectors².

Benefits and Challenges

3. There is an identified need to provide additional Gypsy and Traveller accommodation in the city. Without planned provision there will be significant housing pressures on members of these communities which could result in overcrowded accommodation and unhealthy living environments. This report seeks to build on the policies of the emerging Local Plan, providing a plan for how the council will both deliver new pitches alongside supporting developers of the strategic sites to provide additional accommodation. This will require forward funding from the council, with grant funding and S106 contributions being utilised where appropriate to reduce the long term capital investment costs.
4. In addition to the new pitches, the council has a duty to ensure that existing accommodation and associated facilities are safe and good quality, given residents the best opportunity to thrive. This will require significant investment following completion of stock condition surveys and engagement with existing residents. A new role has been created to lead on this work, accelerating our ability to understand priorities and to develop a business case for investment.
5. Accommodation is only one part of the solution to removing inequalities that exist within our Gypsy and Traveller communities. As such, this report builds on existing good work which is taking place within the city and seeks to ensure that investment decisions are part of the wider and holistic approach that is being taken to support Gypsy and Traveller communities in York.

Policy Basis for Decision

6. In respect of housing provision, the Council Plan 2023-27 seeks to increase the supply of travellers' homes. This is being delivered through the emerging Local Plan which seeks to provide an

¹ <https://www.york.gov.uk/TravellerStrategy>

² See Local Plan Examination Library, document EXCYC127a-gj; <https://www.york.gov.uk/planning-policy/local-plan-examination-library-city-york-council-documents-2023-onwards>

additional 38 Gypsy and Traveller pitches over the plan period on various sites within York, both council owned and on strategic housing sites. Evidence, prepared to support the Local Plan and its spatial strategy, forecasts when development is likely to happen to demonstrate that recognised needs can be met throughout the timeframe of the plan.

7. The new Council Plan, which was adopted in September 2023, contains four core commitments to enable it to deliver the vision for the next four years. The first of these is 'Equalities and Human Rights - Equality of Opportunity'.
8. The commitment states: 'We will create opportunities for all, providing equal opportunity and balancing the human rights of everyone to ensure residents and visitors alike can benefit from the city and its strengths. We will stand up to hate and work hard to champion our communities.'
9. A second of the core commitments is Health and Wellbeing. This states 'We will improve health and wellbeing and reduce health inequalities, taking a 'Health in All Policies' approach, with good education, jobs, travel, housing, better access to health and social care services and environmental sustainability.'
10. As Gypsy and Traveller communities are groups which face some of the most considerable health inequalities, the health needs assessment and subsequent planned work will seek to address this.
11. Spatial locations to provide this need must be in accordance with the PPTS and National Planning Policy Framework. Consequently, the spatial strategy for the Local Plan sets out where/when the requisite requirements will be delivered. Policies H5 'Gypsies and Travellers' and H6 'Travelling Showpeople' set out more specifically where further provision will be supported. Within Policy H5, further pitch provision is supported by expanding existing sites at Water Lane (Clifton) and Outgang Land (Osaldwick) and new sites will be delivered within strategic allocations. Further, the policy offers site selection criteria for determining the suitability of any further windfall sites that may come forward over the plan period.
12. In December 2023 the planning definition of 'gypsies and travellers' was revised in Annex 1 of government's Planning Policy for

Traveller Sites (PPTS) to mean: “*Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.*” The implications of this change have been assessed as part of the Local Plan’s examination and found to have no material impact on the number of new pitches that the Plan provides for.

Financial Strategy Implications

13. In respect of council owned sites and pitches, this report presents an approach of significant investment over the next few years. This investment will include creating additional pitches on council owned sites as well as improving existing accommodation through such things as improved pedestrian access, external lighting, improvements to the utility blocks, and hard and soft landscaping works in the site. This will initially be funded by the council with some of this investment being repaid over the coming years through S106 contributions and, if available, grant funding. This is further explored in the ‘Accommodation Needs’ section of this report below.
14. The report identifies anticipated expenditure and funding requirements of £5.25m over this period which will require council borrowing. Of this sum potentially £1.95m will come from future s106 contributions. This would leave £3.3m long term borrowing requirement to the Council.
15. Decisions to fund the investment outlined above will need to be considered alongside other council pressures and priorities but ultimately resources can be reallocated from other spending areas or through additional borrowing with additional revenue budget provided to cover the borrowing costs. The report at this time provides indicative costings but will be subject to a full business case with updated programme. Any decision for new borrowing will require Full Council Approval.

Recommendation and Reasons

16. Executive is asked to:

- I. Approve the approach to forward fund the delivery of additional Gypsy and Traveller pitches to meet the need identified in the Local Plan alongside improving existing provision. In doing so, formally acknowledging an investment estimated to be £5.25m will be needed and officers instructed to produce a detailed business case which will be brought before Executive for consideration later in the year.
- II. In addition to approving the physical investments in pitches (recommendation I), note that a separate report will be brought to executive to refresh the Council's commitment to addressing the inequalities of all kinds that are faced by the gypsy and traveller community. This separate piece of work will set out a wide range of actions that are being developed with the gypsy and traveller community in order to address the issues highlighted in a recently completed Gypsy and Traveller Health Needs Assessment and those that have been identified by the gypsy and traveller community or through the discussions on the subject of this report.
- III. Note that a recruitment process is underway for a Senior Project Officer Gypsy and Traveller Accommodation. This role will lead on the development of investment plans into both the development of existing pitches and the improvement of existing accommodation and facilities.
- IV. Note that a stock condition survey has been commissioned to be completed in spring and the outcome of which will inform investment plans alongside resident engagement.
- V. Note that, subject to further Executive approval post plan adoption, a Supplementary Planning Document will be developed setting out the design principles for pitch delivery to support the Local Plan policies that require additional pitches on both council sites and Strategic Housing Sites.

- VI. To establish a workstream to identify and assess alternative sites to support Gypsy and Traveller Accommodation using a benchmarking approach of the proposed Osbaldwick site expansion and the associated health and social outcomes using a suite of site selection criteria (to be agreed by Executive) against any alternative windfall sites across the identified developable area in the Local Plan that may emerge at a later date and reporting of that exercise to Executive prior to the commencement of the expansion of the Osbaldwick site.

Reason: To ensure that the Council's commitment to meeting pitch requirements as set out in the Local Plan is appropriately met. The Local plan identifies that up to 1800 windfall sites for housing are likely to become available during the plan period. Therefore there may be alternative delivery options that may offer long-term advantages to meeting growing Gypsy and Traveller needs. Alternative sites have not been identified during the previous Local Plan site search for Gypsy and Traveller accommodation, but this does not mean they will not exist in the near future.

Background

17. The council previously adopted a Gypsy, Roma and Traveller Strategy which ran from 2013 – 2018 (see background papers). The Strategy was developed to help support residents from these minority ethnic communities. This Strategy was not refreshed after 2018 and instead a working group of officers and partners has been established and this information is referenced on the Council's website and in the October response to the Planning.
18. In 2021, a Gypsy and Traveller Working Group was established in partnership with York Travellers Trust ('YTT'). The group seeks to address the inequalities that Gypsy and Traveller communities face in a holistic way. The vision is to work towards ensuring that Gypsies and Travellers experience an inclusive, fair, and understanding community in York. This report recommends that a future report is brought back to Executive with the outcomes of this work.

Accommodation Needs

19. Each of the 61 Council owned and managed pitches contains a service/amenity block including a kitchen area and bathroom. There is an associated hardstanding area for a caravan and vehicles. The council has responsibility for repairs and maintenance within the service block with the residents responsible for their own caravans. Pitches are used under a license agreement. This service is provided within the General Fund.
20. The license fee for the 61 pitches creates an income of around £300k per year. Around half of this is spent on staffing costs within the housing service, including support workers and supervisors. The other half covers all physical asset costs including repairs and utilities. There is not projected to be any surplus from the income generated this year which can be set aside for capital investments to improve facilities on these sites. This is consistent with the budget position from recent years.
21. The draft Local Plan seeks to safeguard and increase the provision of pitches through Policy H5 'Gypsy and Travellers'. The approach taken in the emerging Local Plan is to positively respond to both planning 'definition' and 'non-definition' planning need. This is evidenced in the Gypsy and Traveller Accommodation Assessment (GTAA) (2022), which was prepared in accordance with the Planning Policy for Travellers Sites (2015) definition. Whilst this definition has recently been amended to include those who travel permanently, we have sensitivity checked the raw data and consider that there is no further identified need above the 40 pitches identified in the 2022 GTAA.

Table 1: Need for additional Gypsy and Traveller Accommodation pitches

	2022-27 (years 0-5)	2027-32 (years 6 – 10)	2032-33 (year 11)	2033-37 (years 12-15)	2037-38 (year 16)	Total Number of Pitches	Total Number of Pitches including undetermined
Non- definition	11	5	3	2	2	23	26

<i>Definition</i>	9	1	1	0	0	11	12
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22. The 'definition' need is for 9 additional pitches by the end of March 2027 and a further 2 pitches by 2038. The emerging local plan responds to this by identifying the delivery of 10 new pitches, 6 at the Clifton site and 4 at Osbaldwick. The additional pitch accounts for a family known to be living in a non approved location. The cost of meeting this need will need to come from a combination of council borrowing and any available grant funding, for example through Homes England Affordable Housing Programme.
23. The Local Plan also seeks to meet the need for 23 pitches for Gypsy and Travellers who do not meet the planning 'definition'. These pitches are to be delivered or funded through the development of allocated Strategic Housing Sites in compliance with Local Plan Policy H5: Gypsies and Travellers.
24. The latest evidence of gypsy and traveller pitch need states that 13 pitches are required to meet non-definition and undetermined need by March 2027. The Council has secured or is in the process of securing S106 contributions to deliver 13 Gypsy and Traveller pitches. In November 2022, the Planning Inspectors examining the Local Plan requested that the Council provide detail about where it expects these funded pitches to be located in order that they could be satisfied that there is a deliverable strategy for meeting the 5-year need. In response, it was confirmed that there is physical capacity for the site at Osbaldwick to accommodate these additional pitches, recognising that no other site could be identified at that time. Importantly however, this does not preclude the Council from delivering these pitches on alternative sites that may later be identified and found to be appropriate within the policy framework of the Local Plan.
25. It is proposed that the development of additional pitches will adhere, where possible, to good practice guidance. To support this a Supplementary Planning Document will be developed which will set out the design principles for pitch delivery to support Local Plan policies. A separate report regarding SPDs will be brought to Executive in due course.

26. Executive are asked to note the intention to forward fund investment in the creation of additional pitches to meet the identified need described above. The table below summarises a potential investment scenario related to the provision of additional pitches. However, it should be noted that these are high level cost estimates and approval of a detailed business case will be sought once plans and costs are further developed.

Table 2: new Gypsy and Traveller pitch provision to be delivered by the council including estimated costs, funding type and timescales

Works	Estimated cost	When	Funding type
10 'definition' additional pitches	£1.5m	Complete March 2027	Borrowing and grant funding
13 'non-definition' additional pitches	£1.95m	12 pitches by March 2027 at a cost of £1.8m, 1 pitch in following 5 years at a cost of £150k	Borrowing until S106 payments are received

27. Within Section 106 agreements of existing planning permissions there are £1.35m of commuted sums secured in order to provide additional Gypsy and Traveller accommodation pitches. There are also draft S106 agreements linked to two additional planning applications expected to generate future S106 commuted sums of £600k. The table below identifies when S106 commuted sums are expected to be received based on the Local Plan projected build out of strategic housing sites and taking account of how the commuted sum payments are linked to housing completion numbers.

Table 3: Summary of when S106 commuted sums to deliver additional Gypsy and Traveller pitches are expected to be received by the council

	Before 2027	2027 - 2032	2032- 2037	Post 2038
Committed sums within S106 agreements	£0	£600k	£450k	£300k
Committed sums within draft S106 agreements	£600k	£0	£0	£0
Total	£600k	£600k	£450k	£300k

28. Alongside a commitment to deliver additional pitches, it is known that the three council owned sites are in need of significant investment in order to improve the quality of accommodation and communal facilities on site. Work is underway to understand the condition of existing pitches through a comprehensive stock condition survey which has been commissioned and will take place this spring. This survey will consider mechanical, electrical and structural condition, alongside the energy efficiency of the service buildings on each of the three sites. This data will be considered alongside the views of the residents of the sites to help identify areas for priority investment. This could be improvements to pedestrian access, street lighting, improvements to hard and soft landscape areas, or facilities for children. Whilst the business case is required to be developed following the receipt of the stock condition information, it is reasonable at this stage to assume that an investment budget of around £30k per plot will be needed to both upgrade existing pitches and the overall quality of the sites, including consideration of access arrangements. This would equate to a total improvement expenditure of around £1.8m. Including the front funded investment for additional pitches, this equates to a broad investment envelope of around £5.25m. £1.95m of this investment will be repaid through S106 agreement. In addition, grant funding opportunities will be explored to reduce the council budget ask further.
29. The Local Plan identifies that the sites at Clifton and Osbaldwick are suitable for expansion to meet need. This report also confirms a plan to develop a business case to invest in existing facilities and pitches to improve the quality of the accommodation and site environment at these locations. This will ensure that the existing

and new residents will have access to safe and healthy accommodation. Alongside developing the business case for investment in existing pitches and sites, we will explore any opportunities which are available for delivering additional pitches on alternative sites.

30. The Local plan identifies that up to 1800 windfall sites for housing are likely to become available during the plan period. Therefore there may be alternative delivery options that may offer long-term advantages to meeting growing Gypsy and Traveller needs. Alternative sites have not been identified during the previous Local Plan site search for Gypsy and Traveller accommodation, but this does not mean they will not exist in the near future. Therefore, a workstream will be established to identify and assess alternative sites to support Gypsy and Traveller Accommodation and referred to in recommendation VII.
31. The Local Plan also presents opportunities for better integration of the Osbaldwick site into services and facilities including the provision of improved accessibility. The Strategic Site identified as ST7 is around 100m north of the Gypsy and Traveller site. Work is on-going with the developer of this site around early delivery of an access road which could provide improved pedestrian, cycle and vehicular access to the site alongside creating access to new public open space. This approach could bring numerous benefits to the existing residents of the Osbaldwick site, integrating it into a positive new and connected neighbourhood.
32. To lead on the delivery of additional pitches and the development of investment plans for existing sites, a recruitment campaign is underway for the appointment of a Gypsy and Traveller Accommodation Officer. This role will lead on analysing the stock condition survey information, working alongside the existing communities around priorities, developing an investment plan, bringing forward plans for additional Gypsy and Traveller pitches on council land, and supporting the developers of the Local Plan strategic sites to meet their obligations with regards to the provision of additional pitches. This role will sit within the housing asset team but will work across multiple teams to deliver on these ambitions.

Consultation Analysis

33. The approach set out in the Local Plan has been tested through the ongoing examination of the Local Plan and most recently consulted on in the Main Modifications Consultation held in early 2023. Following additional information submitted to the Inspectors regarding the approach, a further public hearing session to discuss the policy approach is scheduled for 6th March 2024.

Options Analysis and Evidential Basis

34. Through the Local Plan process a need has been identified for additional Gypsy and Traveller accommodation pitches. This need will be met through the delivery of additional pitches on council sites alongside delivery on Strategic Sites within the Local Plan. This report sets out a forward funding approach for the delivery of additional pitches by the council with investment supplemented by S106 funds when received and any grant funding opportunities. As well as meeting need for additional pitches this report sets out a plan to invest in existing pitches and sites, informed by a condition survey and liaison with existing residents around priorities. A business case will be brought forward seeking a budget for investment later this year. This could include options to deliver pitches on alternative sites if a suitable site can be identified.
35. A failure to demonstrate a plan for both providing additional pitches and improving existing could render the current Local Plan to be considered unsound.

Organisational Impact and Implications

Financial

36. The in-principal recommendation of agreeing additional investment in Traveller pitches has the following financial implications
- a. For the additional pitches that are council responsibility there will need to be additional budget approved by Full Council. The pitches can be funded from reallocating currently approved

budgets or from additional borrowing. This will need to be included within future financial strategy reports. Any new borrowing will need Full Council Approval

- b. For the pitches that will be ultimately funded from s106, a business case will need to be completed examining the likely timeline between payments being made and receipts from s106 coming in. There is likely to be a short term cash flow cost and there may also be risks around total costs and total receipts. Any borrowing requirements will need Full Council approval.

37. Assuming investment of £5.25m should this ultimately be funded from new borrowing would lead to in additional borrowing costs of c£470k. This would reduce to c£300k once the s106 funding was received. The costs would need to be factored into future budget strategies once final costs and profile of investment is determined.

Human Resources (HR)

38. The role of Senior Project Officer Gypsy and Traveller Accommodation that will lead on the delivery of additional pitches and the development of investment plans for existing sites has been established and will be recruited to as per Council's establishment and recruitment policies. There are no other HR implications contained within this report noting that the work arising from the recommendations are to be accommodated within existing resource provision.

Legal

Local Plan

39. The procedures which the Council is required to follow when producing a Local Plan derive from the Planning and Compulsory Purchase Act 2004 (as amended) and the Town and Country Planning (Local Development) (England) Regulations 2012.
40. The Council also has a legal duty to comply with the Statement of Community Involvement in preparing the Plan. (S19(3) 2004 Act).
41. In addition, the Council also has a legal "Duty to Co-operate" in preparing the Plan. (S33A 2004 Act).

42. The Secretary of State for Communities and Local Government wrote to the Council on 16th November 2017 emphasising the importance of up-to date local plans and expressing concern at the lack of progress City of York had made up to that point. Since then, the Council has been in dialogue with the Secretary of State who continues to monitor progress on the Local Plan closely.
43. There remains a substantial risk of direct interventions by Government into the City's Local Plan making with the consequential inability to steer, promote or restrict development across its administrative area in accordance with its Local Development Scheme.
44. The Examining Inspectors have raised a specific concern that the Council's approach to collecting financial contributions from developers to fund Gypsy and Traveller pitches in lieu of on-site provision may be unsound without evidence of how the financial contributions will be used to secure the delivery of pitches.
45. It is noted that this report identifies potential solutions for the challenges with the delivery of further pitches at the Osbaldwick site but that the solutions will need to be delivered more quickly than funding from financial contributions from the developers of strategic allocations will be available. This is a strategic risk to the Council's approach in policy H5 of the Local Plan as the approach is predicated on satisfactory provision at the Osbaldwick site.
46. The proposal to fund, or to identify alternative appropriately timed funding, for the delivery of the necessary infrastructure solutions at the Osbaldwick site and recoup the monies through future financial contributions may assist in addressing the Examining Inspectors' concerns.

Equalities and Human Rights

47. The Council needs to take into account the Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected

characteristic and persons who do not share it in the exercise of a public authority's functions).

48. The Council has considered its public sector equality duty in relation to policy H5 in the Local Plan and the funding proposals set out in this report. The purpose of the policy and the funding proposals to support it is to safeguard and increase the provision of pitches for the Gypsy and Traveller community within York.
49. An addendum to update the original equalities impact assessment (EIA) of the Local Plan has been undertaken and is attached at Annex A. The EIA has identified that the Local Plan is likely to have a positive effect on social considerations through the continued positive support and provision of housing delivery. SPD's identified in the report will be subject to their own EIA, undertaken as part of their individual preparation.

Procurement

50. Any proposed works or services will need to be commissioned via a compliant procurement route under the Council's Contract Procedure Rules and where applicable, the Public Contract Regulations 2015. All tenders will need to be conducted in an open, fair, and transparent way to capture the key principles of procurement. Further advice regarding the procurement routes, strategies and markets must be sought from the Commercial Procurement team.

Health and Wellbeing

51. Our Gypsy and Traveller community in York face a number of health inequalities and poorer health outcomes, as demonstrated in the Gypsy and Traveller Health Needs Assessment 2023. The adequate provision of pitches to meet the housing and accommodation needs of the community, as well investment in the physical quality of existing pitches, will contribute to the narrowing of these health gaps. This report also points to future work to be developed with the Gypsy and Traveller community for tackling wider health and social inequalities beyond accommodation, and City of York Council commitment to this agenda will have positive health and wellbeing implications.

Environment and Climate action

52. Completion of the stock condition survey will assist the identification of potential energy efficiency improvements to the communal service blocks and pitches. Energy efficiency support is provided to Gypsy and Traveller pitches through the Local Energy Advice Demonstrator and all residents will have access to the Retrofit One-Stop-Shop for York, once established. Energy efficiency improvements to the communal service blocks has the potential to reduce operational costs, while improvements to pitches and caravans can reduce energy costs for the gypsy and traveller community, who experience some of the highest levels of fuel poverty nationally.
53. Improvements to existing sites and planned future provision, should consider the potential impacts of climate change and ensure that new infrastructure is resilient and climate ready; considering the potential for increased instances of flooding and overheating.

Affordability

54. The recommendations in this report support and address accommodation, availability and needs.

Data Protection and Privacy

55. As there is no new personal data, special categories of personal data or criminal offence data being processed for this report, there is no requirement to complete a DPIA. This is evidenced by completion of DPIA screening questions - reference AD-03992 (Annex B).

Communications

56. Communications Service support will be required in the likely event of media and community interest in the matter, both proactively and reactively.

Economy

57. There are no direct economy implications relating to the recommendations of this report.

Risks and Mitigations

58. The costs identified are based on estimates of likely investment need of both maintenance requirements at current sites and the cost of providing new pitches. Ultimately costs will be dependent on pitch locations, access to highway infrastructure, planning requirements and works specification, inflation levels and ultimately procurement exercises. These estimates therefore will need to be regularly updated before final financial decisions are brought to Executive and Full Council.

Wards Impacted All

Contact details

For further information please contact the authors of this Decision Report.

Authors

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Date:	01/03/2024

Background papers

The York Gypsy, Roma and Traveller Strategy 2013- 2018 [York Gypsy Roma and Traveller Strategy 2013-18 CMT 23.05.13](#)

Gypsy and Traveller Accommodation Assessment (2022)
[Local Plan Examination Library document ref EXCYC88]
<https://www.york.gov.uk/downloads/file/8191/ex-cyc-88-gypsy-and-traveller-accommodation-assessment>

Annexes

Annex A – Equalities Impact Assessment

Annex B - Data Protection Impact Assessment Screening

City of York Council
Equalities Impact Assessment

Who is submitting the proposal?

Directorate:	Place Directorate		
Service Area:	Housing		
Name of the proposal :	Delivering additional Gypsy and Traveller Accommodation and improving existing facilities		
Lead officer:	Alison Cooke Head of Strategic Planning Policy		
Date assessment completed:	01 March 2024		
Names of those who contributed to the assessment :			
Name	Job title	Organisation	Area of expertise
Michael Jones	Head of Housing Delivery and Asset Management	CYC	Housing Delivery and Asset Management
Cathryn Moore	Legal Business Partner (Corporate) & Deputy Monitoring Officer	CYC	Legal Matters

Step 1 – Aims and intended outcomes

1.1	<p>What is the purpose of the proposal? Please explain your proposal in Plain English avoiding acronyms and jargon.</p>
	<p>The purpose of the proposal is to seek agreement to an investment package for Gypsy and Traveller accommodation. As well as providing new pitches, there is a need to invest in existing pitches and sites to improve the quality of accommodation and facilities for residents. This report identifies how the additional pitches will be delivered by the council alongside improvements to existing facilities. It is proposed this programme of works will be forward funded with a full business case to be developed and brought before Executive in 2024. It is estimated the cost of the additional pitch provision and improvements will be around £5.25m.</p>
1.2	<p>Are there any external considerations? (Legislation/government directive/codes of practice etc.)</p>
	<p>The Equalities Act 2010 provides a legal framework to protect the rights of individuals and advance equality of opportunity for all. It provides a discrimination law which protects individuals from unfair treatment and promotes a fair and more equal society. Under the Act, the Gypsy, Roma and Traveller community are specifically protected under the protected characteristics for 'Race'.</p> <p>Planning policy requirements regarding the spatial delivery of Gypsy, Roma and Traveller provision, must be evidenced based and in accordance with Planning Policy for Travellers (2023) and the National Planning Policy Framework (2023).</p>

1.3	Who are the stakeholders and what are their interests?
	<p>Local Communities and Families: The census identifies that there are around 370 York residents who identify as being from the Gypsy and Traveller community. We also have residents living on 61 pitches across three local authority sites.</p> <p>Voluntary and community Sector: The York Travellers Trust is a registered charity that work with gypsy and traveller community with York and surrounding areas. They seek to amplify the voices of and advocate for the community at a local and national level.</p> <p>City of York Council: The local authority is key stakeholder on the delivery of outcomes and engagement with the GRT community. The Council has made commitments through the Council Plan to deliver on our equalities duty, suitable housing provision for all and reducing health inequalities for its residents, all of which are relevant to the GRT community.</p> <p>Health Partners: The Health Needs Assessment for Gypsies and Travellers recognises the challenge with existing accommodation and the positive benefits appropriate accommodation could have on health.</p>
1.4	What results/outcomes do we want to achieve and for whom? This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.
	<p>The overall aim of the proposal is to outline measures and agree financial investment to deliver new and improvements to existing Gypsy and Traveller accommodation in the authority.</p> <p>The new Council Plan, which was adopted in September 2023, contains four core commitments to enable it to deliver the vision for the next four years. Specifically relevant to this proposal are:</p> <ul style="list-style-type: none"> • <u>'Equalities and Human Rights - Equality of Opportunity'</u>: <i>'We will create opportunities for all, providing equal opportunity and balancing the human rights of everyone to ensure residents and visitors alike can benefit from the city and its strengths. We will stand up to hate and work hard to champion our communities.'</i> • <u>'Tackling the cost-of-living crisis'</u>: <i>'We will find new ways so everyone who lives here benefits from the success of the city, targeting our support at those who need it most, supporting communities to build on their own strengths and those of the people around them'.</i>

	<ul style="list-style-type: none"> • <u>Health and Wellbeing:</u> <i>'We will improve health and wellbeing and reduce health inequalities, taking a 'Health in All Policies' approach, with good education, jobs, travel, housing, better access to health and social care services and environmental sustainability.'</i> <p>The Council Plan 2023-27 seeks to review options for and increase the supply of travellers' homes. This is being delivered through the emerging Local Plan which seeks to provide an additional 38 Gypsy and Traveller pitches over the plan period on various sites within York, both council owned and on strategic housing sites. Evidence, prepared to support the Local Plan and its spatial strategy, forecasts when development is likely to happen to demonstrate that recognised needs can be met throughout the timeframe of the plan.</p> <p>Alongside a commitment to deliver additional pitches, it is known that the three council owned sites are in need of significant investment in order to improve the quality of accommodation and communal facilities on site. The principle to fund this investment following a stock condition survey is set out in the proposal and is subject to a subsequent business case to allow priorities for investment, based upon this evidence, to be agreed.</p>
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Step 2 – Gathering the information and feedback

2.1	What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights? Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.	
	Source of data/supporting evidence	Reason for using
	Gypsy & Traveller Health Needs Assessment: A Rapid Assessment of the Health Needs of York's Gypsy and Traveller Population (2024)	Produced by the City of York Public Health team with local level information regarding the state of health for York's GRT community. This assessment provides a comprehensive insight into the health needs of Gypsies and Travellers and includes some local quantitative research undertaken in 2022 and 2023. It also talks about some

	limitations, including gaps in the data set. Presentations of key findings will accompany in due course.
Gypsy and Traveller Accommodation Assessment (2022) [EXCYC88]	Provides the evidence for future pitch requirements and how this can be accommodated.
York's Local Plan (2018) draft, as proposed to be modified. Phase 3 Hearing Statement for Matter 9: Gypsy and Travellers (2022) EXCYC121a Gypsy and Traveller Pitch Provision trajectory (2022) Local Plan Main Modifications Schedule (2023) Phase 5 Hearing Statement for gypsy and traveller policy session (February 2024)	Provides the planning policy to support the spatial location of new pitches required or received via windfalls. This is currently under independent Examination by the Secretary of State. A hearing specifically to discuss GRT policy matters was held in 2022; a further hearing session is scheduled for 6 March 2024. For both sessions hearing statements have been submitted evidencing the supported approach and further information has been submitted directly by request.
EIA to the Local Plan Main Modifications (Jan 2023)	The implications of the Local Plan Modifications were subject to an EIA- Appendix 1.

Step 3 – Gaps in data and knowledge

3.1	What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.		
Gaps in data or knowledge		Action to deal with this	
Current condition of existing traveller accommodation at Council owned sites – Water Lane (Clifton), James Street and Outgang Lane (Osbalwick).		A Stock condition survey is underway to understand the current condition of existing traveller accommodation.	
Investment package for existing pitches and the development of new pitches		The stock condition survey will evidence the required investment required and consequently, costing of a range of investment options will be able to follow.	

Step 4 – Analysing the impacts or effects.

4.1	Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments? Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.		
Equality Groups and Human Rights.	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)

Age	The proposal seeks to provide investment to improve accommodation outcomes for the Gypsy, Roma and Traveller community. The breadth of actions is likely to have positive outcomes for people of all ages.	+	M
Disability	The proposal is inclusive of all GRT residents and seeks to provide investment to improve the accommodation provision for residents. This is likely to have positive outcomes for those identified to have a disability.	+	L
Gender	This proposal is not expected to impact on that characteristic	0	
Gender Reassignment	This proposal is not expected to impact on that characteristic	0	
Marriage and civil partnership	This proposal is not expected to impact on that characteristic	0	
Pregnancy and maternity	The proposal is inclusive of all GRT residents and seeks to provide investment to improve the accommodation provision for residents. This is likely to have positive outcomes for those identified under this characteristic.	+	L
Race	The purpose of the proposal is to specifically address accommodation needs for the GRT community. This should have significant positive outcomes against this characteristic.	+	H
Religion and belief	The proposal is inclusive of all GRT residents and seeks to improve outcomes for all residents regardless of their religion.	+	L

Sexual orientation	This proposal is not expected to impact on that characteristic	0	
Other Socio-economic groups including :	Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?		
Carer	This proposal is not expected to impact on that characteristic	+	L
Low income groups	The proposal is inclusive and will be directed to the GRT community regardless of their income.	+	M
Veterans, Armed Forces Community	This proposal is not expected to impact on that characteristic	0	
Other	This proposal is not expected to impact on that characteristic	0	
Impact on human rights:			
List any human rights impacted.	The Human Rights Act 1998 sets out the fundamental rights and freedoms that everyone in the UK is entitled to and came into force in the UK in October 2000. Specifically relevant to the GRT community are: <ul style="list-style-type: none"> - Article 14: Protection from discrimination in respect of these rights and freedoms 	+	M

<p>High impact (The proposal or process is very equality relevant)</p>	<p>There is significant potential for or evidence of adverse impact The proposal is institution wide or public facing The proposal has consequences for or affects significant numbers of people The proposal has the potential to make a significant contribution to promoting equality and the exercise of human rights.</p>
<p>Medium impact (The proposal or process is somewhat equality relevant)</p>	<p>There is some evidence to suggest potential for or evidence of adverse impact The proposal is institution wide or across services, but mainly internal The proposal has consequences for or affects some people The proposal has the potential to make a contribution to promoting equality and the exercise of human rights</p>
<p>Low impact (The proposal or process might be equality relevant)</p>	<p>There is little evidence to suggest that the proposal could result in adverse impact The proposal operates in a limited way The proposal has consequences for or affects few people The proposal may have the potential to contribute to promoting equality and the exercise of human rights</p>

Step 5 - Mitigating adverse impacts and maximising positive impacts

<p>5.1</p>	<p>Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?</p>
<p>There are no negative adverse impacts identified with the delivery of new and improvements to existing accommodation for the GRT community. This approach should make a positive difference in addressing issues of concern for the community.</p> <p>For housing delivery, the stock condition survey will identify issues that need addressing at the Council owned gypsy and traveller sites and the future accommodation requirements are set out in the GTAA (2022). Consequential to the housing stock survey will be an understanding of where investment is required on sites and how this should be prioritised. The Local Plan sets the spatial strategy for the delivery of this requirement and seeks to demonstrate this in accordance with national policy. To find the best future solution however, there is acknowledgement that existing sites will be benchmarked against any further identified sites to ensure the investment proposals are sound. This should ensure the best outcomes regarding the location and quality of accommodation.</p>	

Step 6 – Recommendations and conclusions of the assessment

<p>6.1</p>	<p>Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:</p>
<p>- No major change to the proposal – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.</p>	

- **Adjust the proposal** – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations.
- **Continue with the proposal** (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty
- **Stop and remove the proposal** – if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed.

Important: If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.

Option selected	Conclusions/justification
No major change to the proposal	The EIA demonstrates that this approach positively supports the delivery of suitable accommodation to meet the needs of the GRT community.

Step 7 – Summary of agreed actions resulting from the assessment

7.1	What action, by whom, will be undertaken as a result of the impact assessment.		
Impact/issue	Action to be taken	Person responsible	Timescale
Review	Impacts of accommodation proposals and actions to be kept under review.	Michael Jones	

8. 1	How will the impact of your proposal be monitored and improved upon going forward? Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?
	The Local Plan policies will be monitored in accordance with an agreed monitoring framework and reported through the statutory Annual Monitoring Report.

Step 8 - Monitor, review and improve

APPENDIX 1:

City of York Local Plan

Equalities Impact Assessment Addendum

December 2022

Introduction:

The following two tables provide an update to the EQIA, which was originally produced to support the Publication Draft Local Plan when it was submitted for Examination on 25th May 2018 (CD019 – City of York Local Plan EqiA (Incorporating the Better Decision Making Tool) April 2018’). The updated tables reflect the amendments made to the policies in the Proposed Modifications, following the Local Plan Examination hearing sessions. It does not replace CD019, just provide an update to Tables 1 (Equalities) and Table 2 (Human Rights). This document should be read in conjunction with CD019, rather than replace it.

Analysis of policies

The assessment aims to consider impacts on groups with the following protected characteristics which are identified by the City of York Council Better Decision Making Tool.

Equalities:

- Age;
- Disability;
- Gender;
- Gender reassignment;
- Marriage & Civil Partnership;
- Pregnancy & Maternity;
- Race;
- Religion or belief;
- Sexual Orientation;
- Carer;
- Lowest Income Groups;
- Veteran, Armed Forces community.

Human Rights:

- Right to Education;
- Right not to be subject to torture, degrading treatment or punishment;
- Right to a fair and public hearing;
- Right to respect for private and family life, home and correspondence;
- Freedom of expression;
- Right not to be subject to discrimination;
- Other rights.

Colour coding key to impacts:

POSITIVE
NEUTRAL
NEGATIVE

Table 1 : Equalities

	Category	Impact	What are the impacts and how do you know?	Relevant Local Plan Policy Modifications	Relevant Indicators
4.1	Age	Positive	The Plan will meet housing needs and provide a range of house types for all ages, supported by the latest evidence in the Local Housing Needs Assessment (LHNA)(2022). It will also improve the safety and accessibility of the city's streets and spaces.	<p>H3: Balancing the Housing Market</p> <p>H4: Promoting Self and Custom House Building</p> <p>H10: Affordable Housing</p> <p>D1: Placemaking</p> <p>GB2: 'Exception' sites for affordable housing in the Green Belt</p> <p>All SS Policies</p>	Delivery of new homes offering comfortable standard of living meeting specialist needs in sustainable locations with access to services
		Positive	The Plan provides for education facilities for all age groups, and ensures the universities continue to meet modern requirements. Positive benefits extend to unemployment and lack of skills with communities' access to education close to where they live	<p>ED1: University of York</p> <p>ED2: Campus West</p> <p>ED3: Campus East</p> <p>ED5: York St John University Further Expansion</p> <p>HW4: Childcare Provision</p>	New preschool / school / Further and Higher education places
		Positive	The Plan ensures the provision of adequate land for employment uses throughout the plan period. Provision is also made for development	<p>EC1: Provision of Employment Land</p> <p>EC2: Loss of Employment Land</p>	Provision of a range of employment and retail opportunities reducing unemployment across all age groups.

	Category	Impact	What are the impacts and how do you know?	Relevant Local Plan Policy Modifications	Relevant Indicators
			<p>which supports the rural economy.</p> <p>Retail provision is secured and protected to ensure a range of shops and services in sustainable locations.</p>	<p>EC5: Rural Economy</p> <p>R1: Retail Hierarchy and Sequential Approach</p> <p>R2: District and Local Centres and Neighbourhood Parades</p> <p>R3: York City Centre Retail</p>	
		Positive	The plan protects and supports new community facilities in accessible locations served by public transport	<p>HW1: Protecting Existing Facilities</p> <p>HW2: New Community Facilities</p> <p>HW3: Built Sports Facilities</p> <p>HW5: Healthcare Services</p> <p>HW6: Emergency Services</p> <p>HW7: Healthy Places</p>	<p>Increased rates of access to appropriate new community, leisure and healthcare facilities throughout the Plan area</p> <p>% of new community facilities that are within 400m of a bus route with a 15 min frequency.</p> <p>Loss of community facilities</p>
		Positive	The plan provides a framework to support and improve environmental conditions which will positively impact health and well-being across all ages.	<p>D1: Placemaking</p> <p>D2: Landscape and Setting</p> <p>D3: Cultural Provision</p> <p>GI1: Green Infrastructure</p>	Improved access to green infrastructure and improved built environment across the city leading to improvement in health and well being.

	Category	Impact	What are the impacts and how do you know?	Relevant Local Plan Policy Modifications	Relevant Indicators
				<p>GI2: Biodiversity and Access to Nature</p> <p>GI2a: Strensall Common Special Area of Conservations (SAC)</p> <p>GI3: Green Infrastructure Network</p> <p>GI4: Trees and Hedgerows</p> <p>GI5: Protection of Open Space and Playing Fields</p> <p>GI6: New Open Space Provision</p> <p>ENV1: Air Quality</p>	<p>Amount of new accessible open space provided in areas of deficiency;</p> <p>Amount of new accessible open space provided as part of residential development on strategic sites (ha);</p> <p>Condition of RAMSAR, SPA, SAC, SSSI and LNR's;</p> <p>Amount of reduction in Annual Mean NO2 and PM10 concentrations.</p>
4.2	Disability	Positive	The Plan will meet housing needs and provide a range of house types for all ages as required by latest evidence (currently the LHNA 2022). It will also improve the safety and accessibility of the city's streets and spaces.	<p>H3: Balancing the Housing Market</p> <p>H4: Promoting Self and Custom House Building</p> <p>H10: Affordable Housing</p> <p>D1: Placemaking</p>	<p>Delivery of new homes offering comfortable standard of living meeting specialist needs in sustainable locations with access to services.</p> <p>Development meets the highest standards of accessibility and inclusion.</p>

	Category	Impact	What are the impacts and how do you know?	Relevant Local Plan Policy Modifications	Relevant Indicators
				<p>GB2: 'Exception' sites for affordable housing in the Green Belt</p> <p>HW7: Healthy places</p>	
		Positive	The Plan supports wider travel choice, helping to improve travel by non-car modes, improving accessibility to employment, services, and facilities.	<p>T1: Sustainable Access</p> <p>T2: Strategic Public Transport Improvements</p> <p>T3: York Railway Station and Associated Operational Facilities</p> <p>T4: Strategic Highway Network Capacity Improvements</p> <p>T5: Strategic Cycle and Pedestrian Network Links and Improvements</p> <p>T6: Development at or Near Public Transport Corridors, Interchanges and Facilities</p> <p>HW7: Healthy Places</p>	<p>Developments integrated into and enhancing the sustainable transport network</p> <p>Enhanced and safer walking and cycling access in public spaces, streets and developments</p>
4.3	Gender	No Impact	None deemed likely	N/A	N/A
4.4	Gender reassignment	No Impact	None deemed likely	N/A	N/A

	Category	Impact	What are the impacts and how do you know?	Relevant Local Plan Policy Modifications	Relevant Indicators
4.5	Marriage & Civil Partnership	No Impact	None deemed likely	N/A	N/A
4.6	Pregnancy & Maternity	Neutral	None deemed likely	HW5: Healthcare Services	N/A
4.7	Race	Positive	Meeting gypsy, traveller and travelling showpeople's accommodation needs, supporting the outcomes of the Gypsy and Traveller Accommodation Assessment (2022)	H5: Gypsies and Travellers H6: Travelling Showpeople	Provision of accommodation offering comfortable standard of living in sustainable locations with access to services
4.8	Religion or belief	No Impact	None deemed likely	N/A	N/A
4.9	Sexual Orientation	No Impact	None deemed likely	N/A	N/A
4.10	Carer	No Impact	None deemed likely	N/A	N/A
4.11	Lowest Income Groups	Positive	The plan will meet housing needs and provide a range of house types. The LHNA 2022 provides relevant evidence for this, including the need for affordable housing.	H7: Off-campus Student Housing H10: Affordable Housing GB2: 'Exception' sites for affordable housing in the Green Belt	Delivery of new affordable homes offering comfortable standard of living in sustainable locations with access to services
4.12	Veteran, Armed Forces community	No Impact	Whilst the Local Plan and supporting evidence considers the potential for redevelopment of the MOD sites following the Defence	N/A	N/A

	Category	Impact	What are the impacts and how do you know?	Relevant Local Plan Policy Modifications	Relevant Indicators
			Infrastructure Review (2016), the closure of sites and any impact on the armed forces community is beyond the remit of the Local Plan.		

Table 1 demonstrates that the proposed Modifications to the Local Plan will have a positive or neutral benefit on the characteristic groups highlighted in the EqIA

Table 2: Human Rights

	Category	Impact	What are the impacts and how do you know?	Relevant Local Plan Policy Modifications
4.13	Right to education	Positive	Policies related to the universities will help to ensure appropriate expansion of the institutions ensuring they continue to provide modern educational facilities for the city and wider community while protecting the interests of the local communities which can be impacted by such development.	ED1: University of York ED2: Campus West ED3: Campus East ED5: York St John University Further Expansion
4.14	Right not to be subject to torture, degrading treatment or punishment	No Impact	None deemed likely	N/A
4.15	Right to a fair and public hearing	No Impact	None deemed likely	N/A
4.16	Right to respect for private and family life, home and correspondence	Positive	The Plan will meet housing needs and provide a range of house types for all ages, supported by the latest evidence in the Local Housing Needs Assessment (LHNA)(2022) and Gypsy and Traveller Accommodation Assessment (2022).	H3: Balancing the Housing Market H5: Gypsies and Travellers H6: Travelling Showpeople H10: Affordable Housing
4.17	Freedom of expression	No Impact	None deemed likely	N/A

4.18	Right to not be subject to discrimination	Positive	Policies meet gypsy, traveller and travelling showpeople's accommodation needs, supporting the outcomes of the Gypsy and Traveller Accommodation Assessment (2022). Policies address needs of those meeting the definition in the Planning Policy for Traveller Sites (2015), and those that do not.	H5: Gypsies and Travellers H6: Travelling Showpeople
4.19	Other rights	No Impact	None deemed likely	N/A

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Annex B

DPIA Screening Questions

The below screening questions should be used to find out if a DPIA is necessary. If you answer "Yes" to any of the questions below, it is an indication that a DPIA is required so please contact information.governance@york.gov.uk for advice and support on completing a DPIA

Please send your completed form to information.governance@york.gov.uk

Title/Reference	AD-03992	
Brief description	Delivering additional Gypsy and Traveller Accommodation, improving existing facilities, and consulting on an Action Plan to reduce inequalities	
Screening completed by		
Name	Michael Jones	
Job Title	Head of Housing Delivery and Asset Management	
Department	Place	
Email	michael.jones@york.gov.uk	
Review date	27/02/24	
Screening Questions – please answer the below questions for how you are planning to or already do use, personal identifiable information eg personal data, special categories of personal data or criminal offence and conviction data		Yes or No
1	Use systematic and extensive profiling or automated decision-making to make significant decisions about people.	No
2	Process special category data or criminal offence data on a large scale.	No
3	Systematically monitor a publicly accessible place on a large scale.	No
4	Use new technologies, innovative technological or organisational solutions.	No
5	Use profiling, automated decision-making or special category data to help make decisions on someone's access to a service, opportunity or benefit.	No
6	Carry out profiling on a large scale including evaluation or scoring	No
7	Process biometric or genetic data.	No
8	Combine, compare or match data from multiple sources.	No
9	Process personal data without providing a privacy notice directly to the individual and/or other processing involving preventing data subjects from exercising a right or using a service or contract.	No
10	Process personal data in a way which involves tracking individuals' online or offline location or behaviour or other systematic monitoring	No
11	Process children's personal data for profiling or automated decision-making or for marketing purposes, or offer online services directly to them.	No
12	Process personal data which could result in a risk of physical harm in the event of a security breach.	No

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Meeting:	Executive
Meeting date:	14/03/2024
Report of:	James Gilchrist, Julian Ridge and Lara Thornton
Portfolios of:	Cllr Pete Kilbane, Executive Member for Transport and Economy; Cllr Kate Ravilious, Joint Executive Member for Environment and Climate Emergency

Decision Report: York's new Local Transport Strategy: Update Report

York's new Local Transport Strategy and Plan

Subject of Report

1. The new Mayoral Combined Authority needs to adopt a new Transport Plan as they will be the 'transport authority' for York, as well as North Yorkshire. This new Transport Plan will inform transport decisions to be made by the York and North Yorkshire Mayoral Combined Authority which will impact on the projects and schemes within City of York Council area.
2. To ensure the unique challenges that face the city are reflected in the Mayor's Transport Plan, City of York Council is developing a Local Transport Strategy for the city and its villages to inform the new Mayoral Combined Authority Transport Plans.
3. The new Local Transport Strategy also needs to respond to York's 2023-27 Council Plan, the city's Climate Change Strategy (which seeks to achieve carbon net zero by 2030) and the emerging York Local Plan.
4. Additionally, as this report was being prepared, the Department for Transport announced a significant funding uplift for 'transport authorities' to deliver their transport strategies, using funds made available by the cancellation of the northern section of HS2. Local transport authorities will need to state their proposals to the

Department for Transport towards the end of 2024. Proposals will need to include a pipeline of transport schemes for delivery between 2025 and 2033. As such, developing a new Local Transport Strategy for York is timely because it can inform this process.

Benefits and Challenges

5. This update report allows Executive members to consider the information collected in the “Our Big Transport Consultation” exercise and its implications for transport decision making in York. This allows for timely input to the shaping of transport policies for the emerging York and North Yorkshire Mayoral Combined Authority and the recently announced uplift to transport support to local councils from Department for Transport.

Policy Basis for Decision

6. In December 2022, Full Council approved a 10 Year Plan and 10-year strategies covering climate, health and wellbeing and economic growth which all recognised the critical role transport plays in delivering city wide ambitions. Transport also plays a key role in the delivery of York’s emerging Local Plan which is in its final stages of Examination.
7. The Climate Change Strategy 2022-2032 notes that emissions from transport represent 27.9% of York’s emissions and of this, 88% of emissions come from car travel or public transport. The Climate Change Strategy identifies five objectives for reducing emissions associated with transport: reducing overall miles travelled, increasing uptake of active travel and public transport, switching to electric vehicles, reducing freight emissions and future proofing our infrastructure to the impacts of climate change. The Strategy then goes on to set an ambitious target of reducing transport emissions by 71% (against 2019 levels). This requires a reduction of car miles driven in York by approximately 20% from 2019 levels.
8. Improving York’s transport networks responds to the Council Plan 2023-2027 - One York for all, which sets a vision for the Council that over the next four years we will “establish the conditions that would make the city of York a healthier, fairer, more affordable, more sustainable and more accessible place, where everyone feels valued, creating more regional opportunities to help today’s

residents and benefit future generations.” Approval of the new Council Plan has set a new policy context for the council with four core commitments of Equalities and Human Rights, Affordability, Climate and Health and these are embedded throughout all decision making and being key to achieve the vision set in the plan.

Financial Strategy Implications

9. There are no additional implications of this report beyond those set out in the report to Executive in October 2023.
10. Delivering the Transport Strategy itself, post adoption, has significant capital and revenue cost implications which are currently unfunded. A key aspect of delivering the Strategy would have to be a financial programme which would inform the phasing of Strategy delivery – and outline delivery dependencies where funding was needed beyond that which CYC could provide internally.
11. The Government have announced significant increased grant to fund Integrated Transport investment over the period 2025/26 to 2033/34 which will be provided to the Combined Authority to be passed on to constituent authorities. The YNY Combined Authority have been awarded £1m funds to support the updating of the YNY Local Transport Plan and it is proposed that the activity identified in this report be funded in part from those funds.

Recommendation and Reasons

12. Executive is asked to:
 - a) note the results of “Our Big Transport Consultation”, and instruct officers to prepare a Local Transport Strategy guided by the results of the consultation on the Local Transport Strategy’s policies in “Our Big Transport Conversation”. This new Local Transport Strategy will be presented to Executive for adoption later in 2024 so that it can form the basis of discussions about transport investment in York which will take place between City of York Council and the York and North Yorkshire Mayor.

- b) Delegate authority to the Director of Transport, Environment and Planning, in consultation with the Director of Governance and Executive Member for Transport and Economy to publish technical pieces of work, which are required to progress transport plan making in York – as these pieces of work become available. This is likely to include plans to improve bus services, under York’s Bus Service Improvement Plan, the York Local Cycling and Walking Infrastructure Plan and various modelled assessments of York’s transport network.
- c) To request that the Director of Environment, Transport and Planning develops a brief for a Movement and Place Plan for York and note that a further report about Supplementary Planning Documents to the Local Plan will be bought before Members later in 2024. This will include the transport Supplementary Planning Document.
- d) Approve the proposed approach of delivering “quick wins” which reflect the results from the engagement process when this can be achieved within existing budgets and powers

Reason: to respond to the Our Big Transport Conversation and develop a Local Transport Strategy to support the new Mayor in the development of a Transport Plan for York and North Yorkshire which reflects the challenges and views of York.

Background

- 13. In October 2023 Executive approved a vision for transport in York which was reflective of the ambitions set out in the 2023-27 Council Plan. Ten “Policy Focus Areas” were detailed. Following this, more detailed policies were taken to Scrutiny Committee and then agreed at an Executive Member Decision Session in November 2023 and approval for consultation on these was given.

Consultation

- 14. These detailed policies were subject to public consultation for 10 weeks between 24th November 2023 and 4th February 2024. Consultation was via a questionnaire, plus a large number of face-to-face events to target communities and users of the transport network who had special requirements. York residents and other stakeholders in York’s transport network were also encouraged to

write in with suggestions if they did not feel that the questionnaire had given sufficient scope for them to respond with their views of York's transport network.

15. City of York Council received 1,342 online responses to the questionnaire, plus a further 35 responses to the survey on paper. The online survey was constructed using "skip logic" which allowed respondents to decide which areas of policy interested them – and also to maximise response rates by avoiding the length of the full survey suppressing response rates. Consequently, there is variation in sample size between the ten individual Policy Focus Areas. More information is contained in Annex B to this report. In addition, 130 emails were received with comments or queries, and all were responded to and are logged.
16. The questionnaire was only one of several ways used to consult on future transport strategy during the engagement period. Alongside the online/ paper questionnaire and guided by the Equalities Impact Assessment produced earlier in 2023, CYC staff also arranged and attended over 50 face to face events. Officers used existing networks such as ward committees but also proactively reached out to community groups and organisations to arrange to go and see residents in their own communities (for example lunch drop-ins at the Foxwood Community Centre, or the monthly Deaf Café). This ensured the consultation did not rely solely on those who had time or access to the online platform. In total, these events were a mix of drop-in sessions in York city centre, meetings with wards facilitated by councillors and meetings with groups who had a particular use of or interest in the transport network (for example, we met and discussed transport with primary and secondary school children and students at York College and York University). Some sessions were also held online. Through this 200 to 300 hours of staff and councillor time was put into the face-to-face consultation.
17. Paper copies of the 'short' version of the questionnaire, ten policies and privacy notice were also sent out via the Explore Libraries network, with posters to advertise the fact that the materials were available. These materials also advertised assistance that could be offered to those who may need different formats or languages. In addition, an Easy Read version of the short questions was produced and used in several face-to-face sessions with people with learning disabilities.

18. Special sessions were arranged to speak to groups in the community who were less likely to respond to an online questionnaire. These sessions were arranged to speak to disabled people, schoolchildren, college students, and elderly people. Officers arranged meetings in several rural wards in York, and also travelled on the mobile library to villages east and west of York to speak to residents about transport problems in the rural areas surrounding the city.
19. Consultations were also held with large local employers, such as York University and the NHS, and were held with business groups and tourist industry representatives. The face-to-face consultations are estimated to have reached between 1,000 and 2,000 people. Locations of the consultation events are shown on the map in Annex A of this report.
20. There was extensive coverage of the consultation in local media, with frequent postings to Council social media accounts throughout the 10 week consultation. This was tailored for each audience (for example businesses on LinkedIn; residents on Facebook, Next Door and Twitter/X). The Council also arranged for promoted posts on Facebook, to a radius of 30km around the boundary, to encourage commuters and visitors to also take part. Collectively, this work saw over 100,000 impressions (the number of times content was seen).
21. Posters advertising the consultation were placed at bus stops across York, and shown on the information screens at bus stops. Councillors were sent a note about the consultation with links and asked to forward information about the questionnaire to their mailing lists and to publicise it in ward newsletters. Large employers and other groups were asked to publicise the consultation to their employees and members.
22. In January 2024, to mark 'one month to go', refreshed graphics were produced and pushed out to audiences. Council officers prepared summaries, links, events info which was sent to community groups including faith groups, disabled residents, children and family services. Many, for example the Friends of Rowntree Park and York University, sent the information out in their own newsletters and internal comms, further spreading the message and encouraging people to take part.

23. The questionnaire used to collect information online was comprehensive and detailed, taking around 30 minutes to fill in (for the shortest version), and longer than that for respondents who wished to go into the issues in detail. Whilst this is likely to have reduced the response rate in comparison to shorter questionnaires in York, it meant that CYC received a very broad range of information on the topics being considered.
24. The sample received in the online questionnaire was:
- a) 42% female, 48% male (10% did not state a gender)
 - b) Largest age categories 40-55 (29%), over 65s (26%), 25-39 (18%), 56-65 (18%) (nb these numbers do not include the large number of schoolchildren we spoke to face-to-face)
 - c) 25% identified themselves as having a disability
 - d) 20% said that they had a carer responsibility
 - e) Use of transport modes was broadly in-line with current travel behaviour in York, with the vast majority of respondents using a mixture of modes, including cars, to get around
 - f) 89% of respondents gave a residential postcode in York with a further 10% in Yorkshire but outside York. Less than 1% gave a postcode outside Yorkshire.
25. As such, the breadth of genders, ages, and modes used for travel, suggests that the information collected is likely to be broadly representative of York as a whole and not dominated by a particular group. Feedback received via the questionnaire also tallied generally with the impression of public opinion received by the project team through the face-to-face events. Consequently it is contended that this consultation, in terms of the number and breadth of respondents is the largest consultation on transport strategy in York for many years – at least since the last Local Transport Plan was submitted to the Department for Transport in 2011 – and quite possibly longer than this. Accordingly, it gives us the greatest level of insight into residents and stakeholders' views on transport that the council has had for many years.
26. The short period of time between closure of the online survey and publication of this report – especially given the extra time required to enter the paper-based questionnaires into the data, mean that it

is only possible to produce a summary of the information gathered (see Annex B). Publication of a draft Local Transport Strategy later this year will provide further detail about the information collected during the consultation, including cross-tabulating the survey responses to look in more detail at what particular groups prioritise (for example, people whose mobility is restricted).

Consultation Analysis

27. It is clear that the consultation overwhelmingly supports the 10 Policy Focus Areas, as per the table below.

Policy Focus Area/ Vision	% support	% neutral	% not support
1. Shape a city that is accessible to everyone	90	6	4
2. Improve walking, wheeling and cycling	85	7	5
3. Shape healthy places	85	8	7
4. Improving Public Transport	88	6	6
5. Safeguarding our environment by cutting carbon, air pollution and noise	74	9	17
6. Manage the road network for Movement and Place	81	11	8
7. Reduce car dependency	78	8	14
8. Improving freight and logistics	85	11	4
9. Effective maintenance and enforcement and management of streetworks	83	11	6
10. Monitoring the transport network and financing the changes	81	14	5

28. Other policies which were supported included the continuation of York's transport hierarchy. Many responses clearly identified a mismatch between the transport provision in York (in all of its forms) and the level of provision people either wanted or considered necessary to deliver the modal shift and decongestion they saw as required in York. 69% of respondents saw the available transport in York as restricting what they did; 50% said York's transport had a negative impact on their physical fitness.
29. Individual modes of transport were seen as having significant problems which would be barriers to their wider adoption – despite greater use being essential to delivering the Climate Change Strategy targets. Cycle routes were seen as insufficiently safe – because they were not segregated from other traffic. Buses were seen as unreliable and insufficiently frequent. Interactive maps were used to gather information about problem locations on York's transport network for pedestrians, cyclists, bus services and the road network.
30. Face to face discussions provided the opportunity to go into more detail about the implications of enacting the policies being consulted on, and time to explore the trade-offs which were inherent in some of the potential changes being consulted upon. Inevitably, face to face discussions were often nuanced, recognising the constraints to action the Council has, such as funding availability, and the need for compromise between different user groups on the highway, which is an asset held commonly and available to all. They were invaluable in trying to assess where the balance was between the views of different road users, noting also that views on transport varied between different areas, age groups and users of different transport modes. As such, face to face discussions were essential in tempering the raw, numerical data received through the questionnaire.

Options Analysis and Evidential Basis

31. The overwhelming endorsement of the 10 policy "Visions" implied by York's Council Plan and Climate Change Strategy, and of the vast majority of the more detailed policies put forward in the consultation indicates that there is a clear groundswell of support in York for transport policies which support the 10 policy "Visions".

32. The Climate Change Strategy seeks to achieve net-zero transport CO2 emissions by 2030 so time is of the essence in achieving the level of change required to deliver the Strategy. Obviously, interventions to achieve the level of behaviour change predicated by the Climate Change targets will be in a number of areas and will vary by scale. The data collected in the online questionnaire and the face-to-face discussions, for example, supports development of new networks of segregated cycle routes and bus priorities, as well as extensive maintenance and repair works for York's existing footways and cycleways would be needed.
33. However, the 2030 Climate Change Strategy targets inject urgency into the need to quickly start the process of reimagining York's transport network to reflect the preferences expressed during the engagement summarised in this report.
34. Transport planning is an evidence-based discipline. Over the last year City of York Council and its partners have been undertaking a number of pieces of work to assess the city's priorities, many of which are expected to complete over the next two months. Amongst these assessments are:
 - a) The York Local Cycling and Walking Infrastructure Plan
 - b) Various pieces of work relating to York's Bus Service Improvement Plan
35. Recognising that Transport is intrinsically linked with place, sense of place and regeneration the consultation proposed a "Movement and Place Plan" for York. This was endorsed in the consultation questionnaire, with 81% of respondents agreeing with the vision to develop a Movement and Place Plan and 80% specifically endorsing its development. Consequently, this report proposes development of a Movement and Place Plan for York to match the ambitions expressed in the engagement. The first stage in this process will be to authorise officers to outline the vision and define the scope for the Plan which will inform budget, funding, engagement/ consultation processes and timescales – a first ask of the Mayor.
36. A second important evidence base commission will be development of a Supplementary Planning Document on transport which will form part of York's Local Plan and will specify the transport measures and schemes which will support the new developments around York, ensuring their transport impacts are mitigated and any new infrastructure assists delivery of the Climate

Change Strategy. This document was always seen as a crucial supporting document for the Local Plan, but is listed here for completeness. A further report on the Supplementary Planning Documents for the Local Plan, and their prioritisation, will be taken to Executive later in 2024 by the Strategic Planning Policy team.

37. Therefore options to progress a Local Transport Strategy can be summarised as:
 - a) Building the technical evidence base to help deliver the changes implied by the engagement and York's other strategies and plans;
 - b) Making small scale changes (quick wins) to the transport system now where these can be made without needing additional funding or powers;
 - c) Preparing a new Local Transport Strategy, based on the feedback received from the engagement, for adoption by the Council and use in securing funding settlements with the York and North Yorkshire Mayoral Combined Authority, Department for Transport and other funding bodies.

38. A further engagement exercise undertaken since November has been the formation of a group of experts to inform York about developing new transport policies. Terms of Reference for this group were agreed by Executive in October 2023. Minutes and agendas for the group will be published as part of the Local Transport Strategy evidence base so that people are able to consider the topics that are discussed and the guidance being received by the Council.

39. The urgent need to meet Climate Change Strategy targets implies the need to identify "quick win" policies which will start the work of strategy delivery. Of course, a large body of work is already underway to improve sustainable transport systems in York (for example, the projects to electrify much of the bus fleet, the Bus Service Improvement Plan programme, various active travel initiatives), so these quick wins are in addition to these pre-existing projects. Examples of additional quick win initiatives are:
 - a) Explore how we can better incorporate "place making" in projects in the existing York built up urban area and villages, as well as in proposed developments;

- b) To always look for opportunities to improve accessibility and sustainable travel, and to add sustainable urban drainage and increase biodiversity during any street maintenance works, utility repairs and highways schemes;
 - c) To use the new tools and techniques from LTN1/20¹ (which sets out active travel design guidance) and Active Travel England to assess the accessibility and active travel elements of any highway scheme, with the aim to eliminate all critical fails;
 - d) Continue with the current project to remove barriers from active travel routes;
 - e) Public engagement to provide better information on sustainable transport in York, including working with volunteer organisations to support sustainable transport themed campaigns and events; and
 - f) Data collection around planned highway maintenance so that CYC can improve understanding of traffic dynamics in York and responses to potential interventions which may form part of a longer-term Transport Strategy.
40. A more detailed list of quick wins will form part of the new Local Transport Strategy which will be presented to Executive in late Spring/ early Summer this year, however, this report request authority to start work immediately on delivering those set out above.

Preparing a new Transport Strategy

41. This report recommends transport officers prepare a Local Transport Strategy for York based on the engagement undertaken to date and which sets out:
- a) Objectives, targets and assessment frameworks for transport in York;
 - b) Schemes which can be enacted in the short term to help achieve those targets, without the need for additional funding or powers for the Council; and
 - c) Longer term schemes and policies which would require additional funding or new powers, but which would form part of negotiations with the incoming York and North Yorkshire Mayor.

¹ <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>;
<https://www.gov.uk/government/publications/active-travel-england-scheme-review-tools>

42. It is anticipated that the Local Transport Strategy will be presented to Executive in late Summer 2024, with a decision taken then as to whether it should be adopted for discussions with the Mayoral Combined Authority

Organisational Impact and Implications

Risks and Mitigations

43. **Financial:** The recommendations within the report commit further resource for development of Movement and Place Plan. Any expenditure will need to be contained within budgets that have been previously approved.
44. **Human Resources (HR):** Should there be additional resources required to support the Transport strategy, these will follow HR policies and procedures and further HR advice can be sought when required.
45. **Legal:** In accordance with the Local Government Act 2000, the Local Authority (Functions and Responsibilities) (England) Regulations 2000 and the City of York Council Constitution, Full Council must approve, adopt, amend, monitor and /or review the plans, strategies and policies which together make up the Council's Policy Framework, including the Local Transport Plan. The recommendations in this report are in accordance with that requirement. The Constitution of the York & North Yorkshire Combined Authority requires the Mayor to approve the adoption, amendment, modification, revision, variation, withdrawal or revocation of a local transport plan and it is noted the Local Transport Strategy discussed in this report is intended to inform the new York & North Yorkshire Combined Authority's Transport Plan.
46. **Legal principles on consultation:** The approach to consultation recommended for approval is consistent with the requirements for a lawful consultation set out in the Gunning case and subsequently endorsed by the Supreme Court as a "prescription for fairness". These can be summarised as follows: (i) consultation must be undertaken at a time when proposals are still at a formative stage;(ii) it must include sufficient reasons for particular proposals to allow those consulted to give intelligent consideration and an intelligent response; (iii) adequate time must be given for this purpose; and (iv) the product of consultation must be conscientiously taken into account when the ultimate decision is taken.

47. **Procurement:** Whilst there are no direct procurement implications relating to this report, should any procurement arise following the Local Transport Plan, all works and/or services must be procured via a compliant, open, transparent, and fair process in accordance with the council's Contract Procedure Rules and where applicable, the Public Contract Regulations 2015.
48. **Health and Wellbeing:** the Health and Wellbeing implications of the LTP will be substantial, with strong evidence that cities which support greater use of active travel methods and lower use of cars see health gains across a wide range of disease areas, including respiratory and heart health and cancers, as well as generalised mental health and wellbeing. When these shifts are achieved by equitable means, health inequalities are also reduced. The 'Objectives' and 'Policy Focus Areas' proposed in this report have been developed with extensive public health input and reflect the goals of the York Health and Wellbeing Strategy 2022-32.
49. **Climate:** Climate implications are discussed in the body of the report. As well as supporting York's net zero ambition the Transport Strategy will also need to consider climate change resilience and adaptation.
50. **Affordability:** The Local Transport Strategy will address Affordability as it is one of the key components of the Council Plan which the LTS will support.
51. **Equalities and Human Rights:** Although there will be significant equalities and human rights implications of York's new Local Transport Strategy, once developed from the information presented in this report, the presentation of the information does not, in itself have equalities and human rights implications. Consequently equalities and human rights implications will be considered alongside the new Local Transport Strategy once it is presented.
52. **Data Protection and Privacy:** There are no data protection and privacy implications over those set out to Executive Member Decision Session in November 2023 where a Data Protection Impact Assessment was published .
53. **Communications:** Appendix A of the report taken to Executive on 12th October set out a clear communications, engagement and consultation strategy for preparation of York's new The Local Transport Strategy.
54. **Economy:** The Local Transport Strategy will support York's economy as it is one of the key components of the Council Plan which the LTS will support.

Risks and Mitigations

55. No additional risks or mitigations have been identified above those already noted to Executive at the inception of this work in October 2023.

Wards Impacted

56. All wards are impacted by decisions about the Local Transport Strategy, although the decision to not the outcomes of the consultation and prepare a strategy for presentation to the council later does not directly impact any ward.

Contact details

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Background papers

Executive Meeting on 12th October 2023

<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&MId=13931>

Scrutiny Meeting on 24th October 2023

<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=1063&MId=14408>

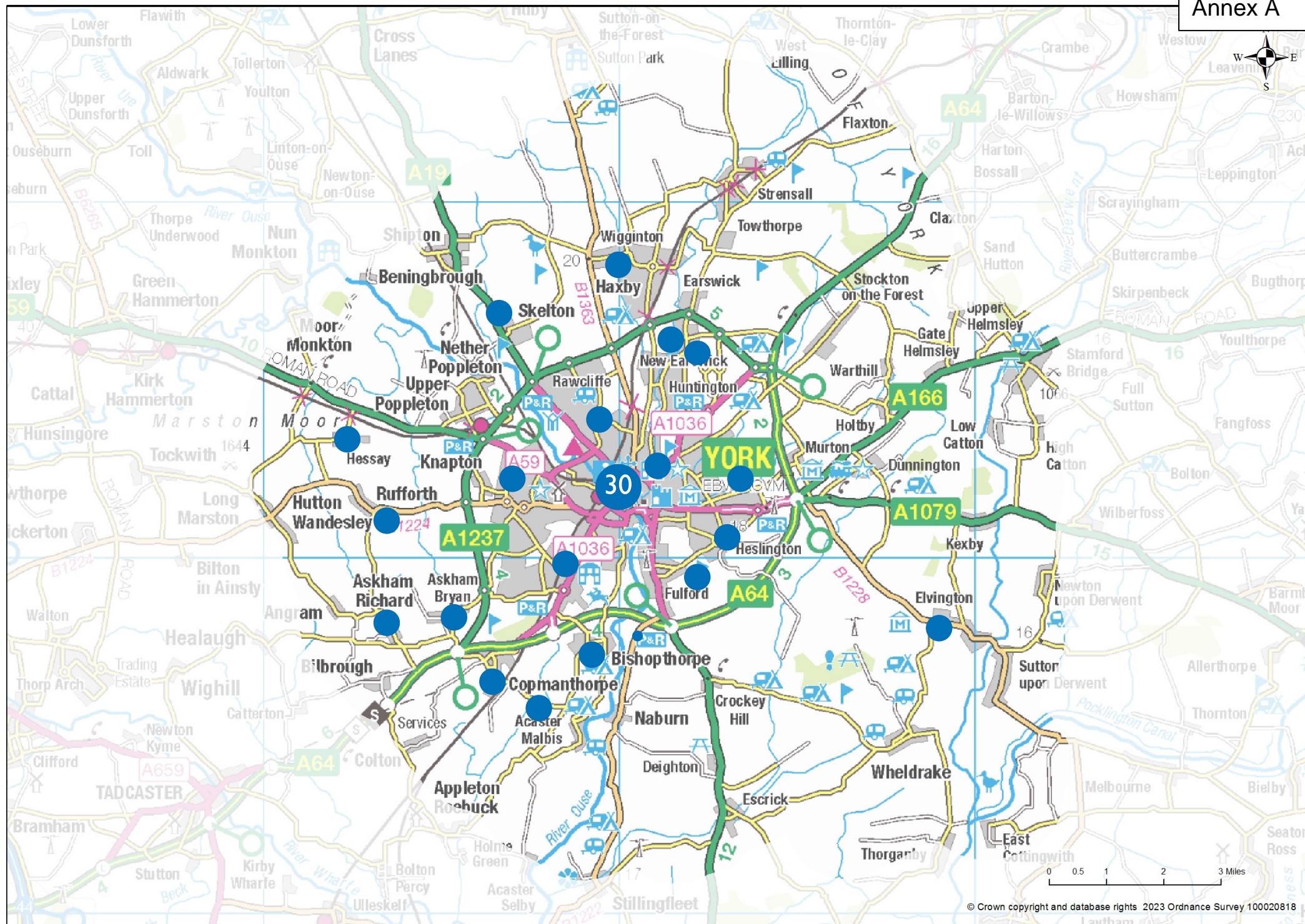
Executive Member Decision Session 14th November 2023

<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=1061&MId=14340>

Annexes

All annexes to the Decision Report must be listed.

- Annex A: Map of consultation events
- Annex B: Our Big Transport Conversation Summary Report
- Annex C: Questionnaire used



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ANNEX B

Our Big Transport Conversation
February 2024

Note: This report presents interim findings from the Our Big Conversation online/ paper questionnaire. It has been produced to show the amount of agreement or disagreement with the questions put to respondents in the Our Big Transport Conversation Consultation which was open between November 24th 2023 and 4th February 2024.

Much information was collected during the engagement period. Although this report shows analysis of responses to the questions in the questionnaire, in future reports there will be additional analysis presented. This will be to:

- Show the answers given to the 15 questions where respondents were asked to plot their responses on a map
- Cross-tabulate responses to explore the views of different groups in York in greater depth
- Look at the many comments made in “free text” boxes in the questionnaire where people were able to provide contextual information in support of their response
- Incorporate the invaluable information collected during the many face-to-face engagement events – this information is only incorporated in this report at a very superficial level

Future engagement on York’s new transport strategy will also give an opportunity to engage with groups who are under-represented in the response data in the current sample. To an extent, under-representation of some groups (for example, younger people) was anticipated and addressed through targeted face-to-face engagements (e.g. at schools and colleges), but further work with the sample here may reveal need for more engagement with some groups.

City of York Council
Transport Strategy
Place Directorate
West Offices
Station Road
York

Introduction

This document reports the “Our Big Transport Conversation”, questionnaire which was open between 24th November 2023 and 4th February 2024. The document also includes some comments made at face-to-face events although further work is required on the analysis of this material.

All materials in the consultation were written and designed to meet City of York Council’s (CYC) accessibility standards, and particular attention was paid to ensuring technical information was represented in an engaging, informative and accessible way. CYC received 1,342 online responses to the questionnaire, plus a further 35 responses to the survey on paper. Alongside the online/ paper questionnaire, CYC staff also organised and attended over 50 face-to-face events. Officers used existing networks such as ward committees but also proactively reached out to community groups and organisations to arrange to go and see residents in their own communities (for example lunch drop-ins at the Foxwood Community Centre, York’s Self Advocacy Group and the monthly Deaf Café). This ensured the consultation did not rely solely on those who had time or access to the online platform. Only locations which were fully accessible were used for engagement events.

These events were a mix of drop-in sessions in York city centre, meetings with wards facilitated by councillors and meetings with groups who had a particular use of or interest in the transport network. Some sessions, for example our city leaders/ business seminar, were held online.

Special sessions were held to speak to groups in the community who were less likely to respond to an online questionnaire. These sessions were arranged to speak to primary and secondary schoolchildren, elderly people, disabled people and some other groups. Although officers held meetings in several rural wards in York, they also travelled on the mobile library to villages east and west of York. Consultations were also held with large local employers, such as York University and the NHS, and were held with business groups and tourist industry representatives. The face-to-face consultations are estimated to have reached over 1,000 people, with 200 to 300 hours of staff time devoted to the events. Locations of the consultation are shown on the map overleaf.

To ensure the widest possible geographical spread of awareness, paper copies of the ‘short’ version of the questionnaire, ten policies and privacy notice were also sent out via the Explore Libraries network, with posters to advertise the fact that the materials were available. These materials also advertised assistance that could be offered to those who may need different formats or languages. In addition, an Easy Read version of the short questions was produced and used in several face-to-face sessions with people with learning disabilities.

A note on language:

Before and during the engagement there was discussion with disability groups about what wording best captured the needs of wheelchair and other mobility aid users alongside pedestrians, cyclists and non-disabled people using other wheeled transport, such as electric scooters. In this report the term “walking, wheeling and cycling” is used to denote all forms of active travel including wheelchair and mobility aid use. This is in-line with definitions used by groups such as DfT and Active Travel England (see <https://assets.publishing.service.gov.uk/media/61d32bb7d3bf7f1f72b5ffd2/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf>). The point is explicitly made here that this language is not intended to suggest that users of mobility aids do not have specific needs of the transport network, and a number of questions specific to users of mobility aids are within the questionnaire, especially under PFA1 Accessibility. We are grateful to the people who have told us about their experiences travelling around York. Their input will help us shape policy for the future.

There was extensive coverage of the consultation in local media, and CYC also placed advertisements in Facebook, Linked In and other social media platforms, collectively seeing over 100,000 impressions. Posters advertising the consultation were placed at bus stops across York, and shown on the information screens at bus stops. All local councillors were offered a suite of materials for their wards; asked to forward information about the questionnaire to their mailing lists and to publicise it in ward newsletters. Large employers and other groups were asked to publicise the consultation to their employees and members. In January 2024, to mark 'one month to go', refreshed graphics were produced and pushed out to audiences. CYC officers worked with colleagues in the communities and access teams to ensure information – blurb, links, events info – was sent to community groups including faith groups, disability campaigners, childrens and family services. Many, for example the Friends of Rowntree Park, York College and York University, sent the information out in their own newsletters and internal communications, further spreading the message and encouraging people to take part. In addition, 130 emails were received into the consultation inbox and every one of them was responded to and logged. The questionnaire used to collect information online was comprehensive and detailed, taking around 30 minutes to fill in (for the shortest version), and longer than that for respondents who wished to go into the issues in detail. Whilst this is likely to have reduced the response rate in comparison to shorter questionnaires in York, it meant that CYC received a very broad range of information on the topics being considered. In this document we are combining the information collected through the online questionnaire with some of the insights gained through the face-to-face meetings and the detailed representations made to CYC by groups and individuals who had particular specialist needs of York's transport networks. However, at this early stage of reporting, much work remains cross-tabulating responses by different groups and sorting through the wealth of information in open comments in the questionnaire and collected during face-to-face discussion.

As York's Local Transport Strategy progresses, we will also, where appropriate, incorporate information gathered through other CYC transport or transport-related consultations which take place. Whilst these consultations are not part of this engagement they nonetheless provide valuable insights into some of the issues around transport in York. Separate consultations we are aware of are about:

- Changes to the bus network
- York's 4th Air Quality Management Plan
- Cashless parking

An important piece of engagement to improve access for people with disabilities is also taking place as this document is being finalised. This work is not reported in this document because it is ongoing, but will be incorporated into York's new Local Transport Strategy as it progresses. More generally, the information gathered in this report is only part of a developing evidence base on transport in York and will be added to in future.

We thank all those who gave up time to complete the questionnaire, send an e-mail or letter to us or attend one of the face-to-face events

This document

This document has a number of sections. Broadly:

- Section Two talks about the sample of people answering the online questionnaire. It also discussed transport use in York, as assessed through the consultation. It compares the results of the 2023-4 consultation with a consultation undertaken in Spring 2021 (at the end of the COVID lockdowns) and draws out the differences between the two and implications for the changing use of transport in York
- Sections Three to 13 work through the 10 “Policy Focus Areas” (PFA) which formed the basis of the online questionnaire. For each PFA we report the results of the questionnaire, list the representations we received and then set out the insights we gained through face-to-face consultations. Each section is concluded with a set of remarks about the implications the information collected during Our Big Transport Consultation has for York’s new Local Transport Strategy

2. Our sample and their use of transport

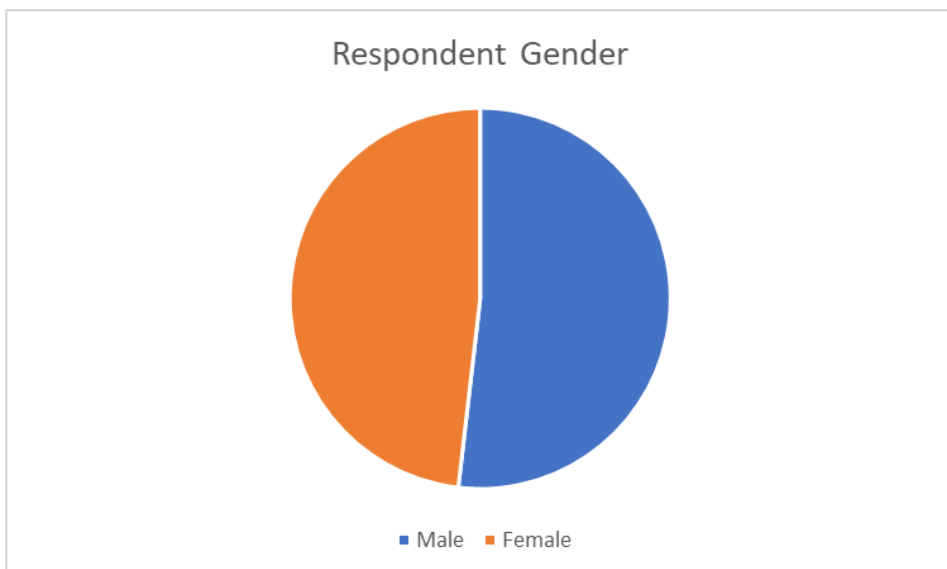
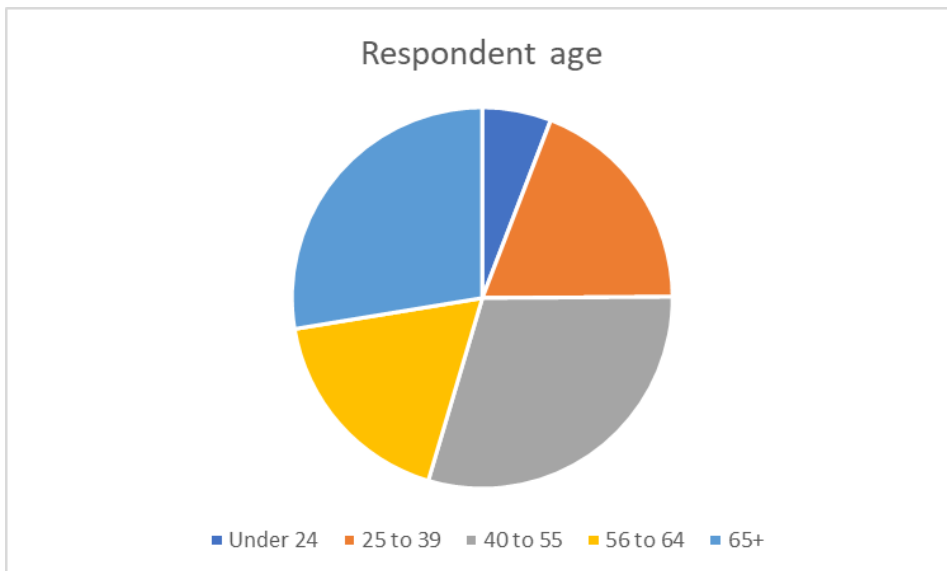
This section of the report details the sample who responded to the questionnaire. Overall, we received 1,342 online responses plus a further 35 responses on paper.

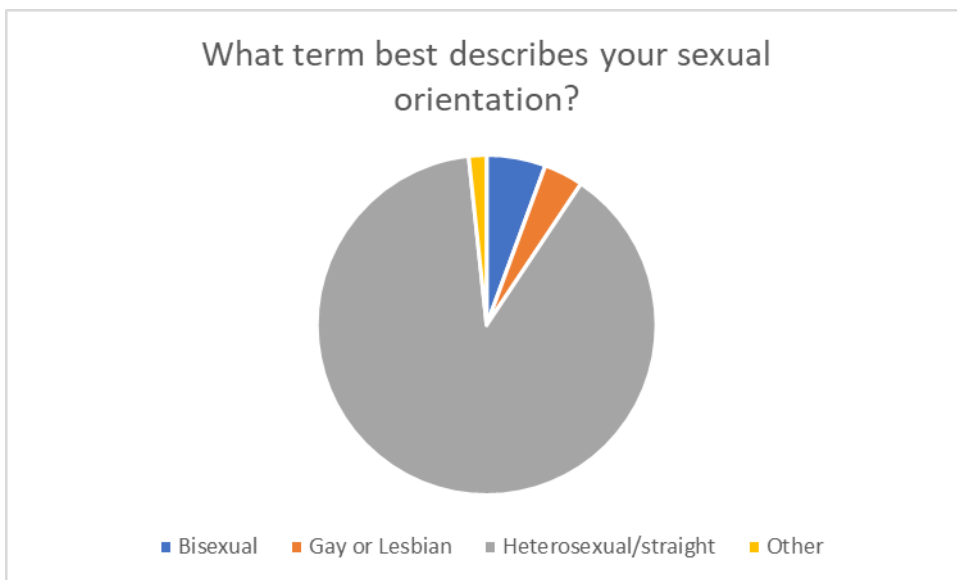
Characteristics of the respondents

In terms of age, we received substantial number of responses from the age groups above 25 years old, but relatively few responses from people aged 24 and under. Face to face engagement took place at primary and secondary schools, York College, University of York and with York Youth Council to increase their representation, and there will be a need for further exploration of young peoples' needs of the transport network as the Local Transport Strategy is developed. The relationships and connections made during the first phase will help greatly here.

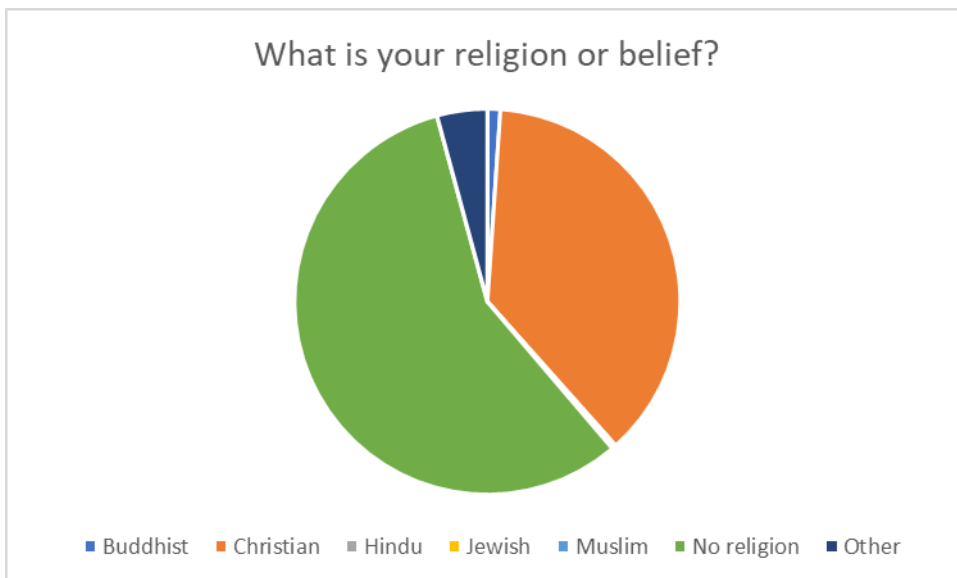
Gender representation was broadly equal, although non-white ethnicities are under-represented in the sample.

Most respondents said that they had no religious beliefs.



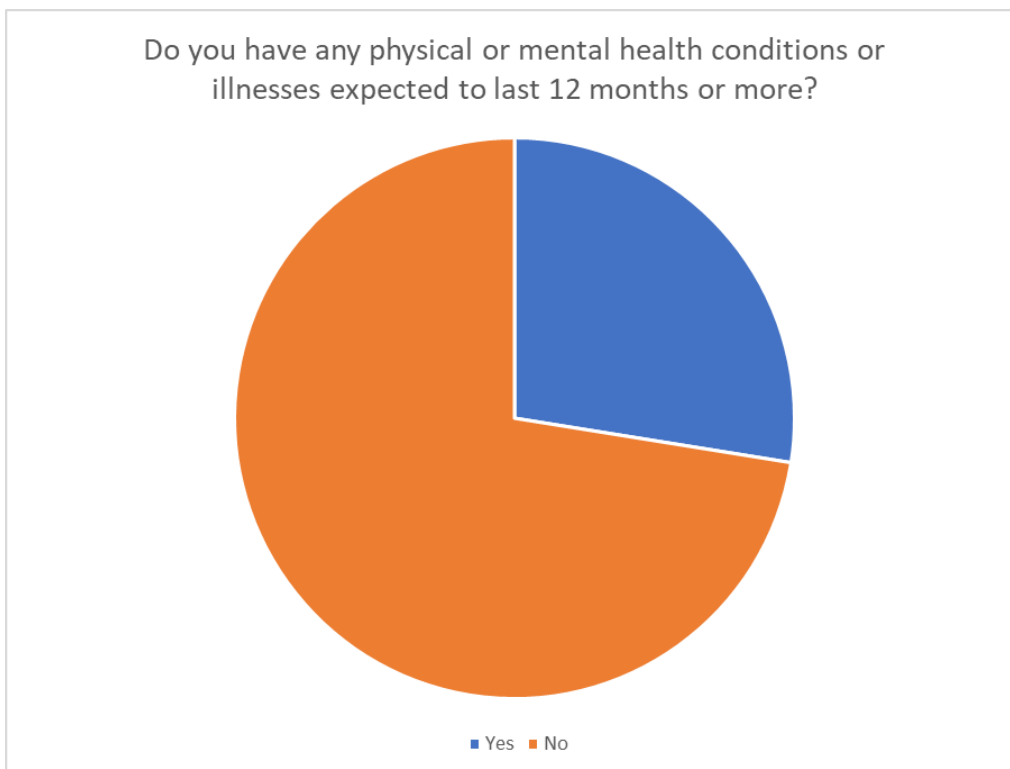


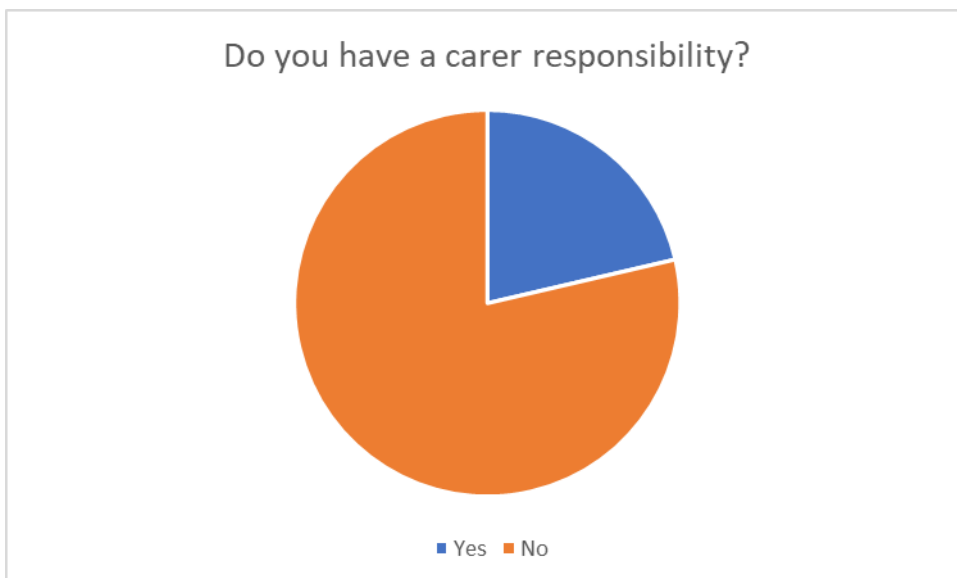
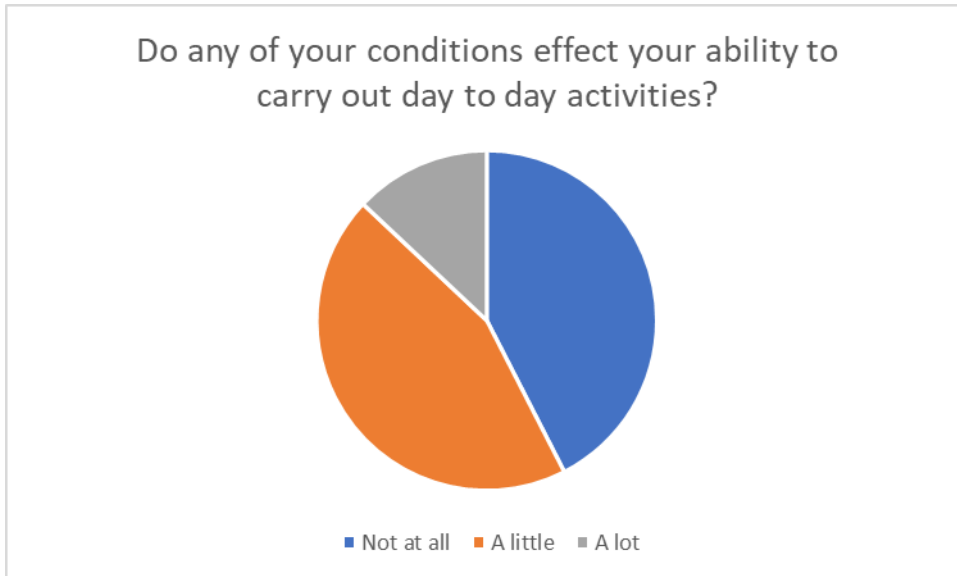
Ethnicity	Number of respondents	Proportion of respondents
Any other Asian background	2	0.2%
Any other Black/Black British/African/Caribbean background	2	0.2%
Any other Mixed/multiple ethnic background	3	0.2%
Any other White background	80	6.5%
Any other ethnic background	3	0.2%
Asian - Indian	5	0.4%
Black - Caribbean	1	0.1%
Mixed - White and Asian	9	0.7%
Mixed - White and Black African	1	0.1%
White - English/Welsh/Scottish/Northern Irish/British	1121	90.5%
White - Irish	12	1.0%
TOTAL	1239	



Just over a quarter of respondents said they had a physical or mental health condition expected to last 12 months or more – comparable with Census data for York. Of those who did consider themselves to have a physical or mental health condition lasting more than 12 months or more, 42% said their condition did not affect their ability to carry out day to day activities, 45% said it affected this “a little” and 13% “a lot”.

Around one-fifth of respondents had a carer responsibility.



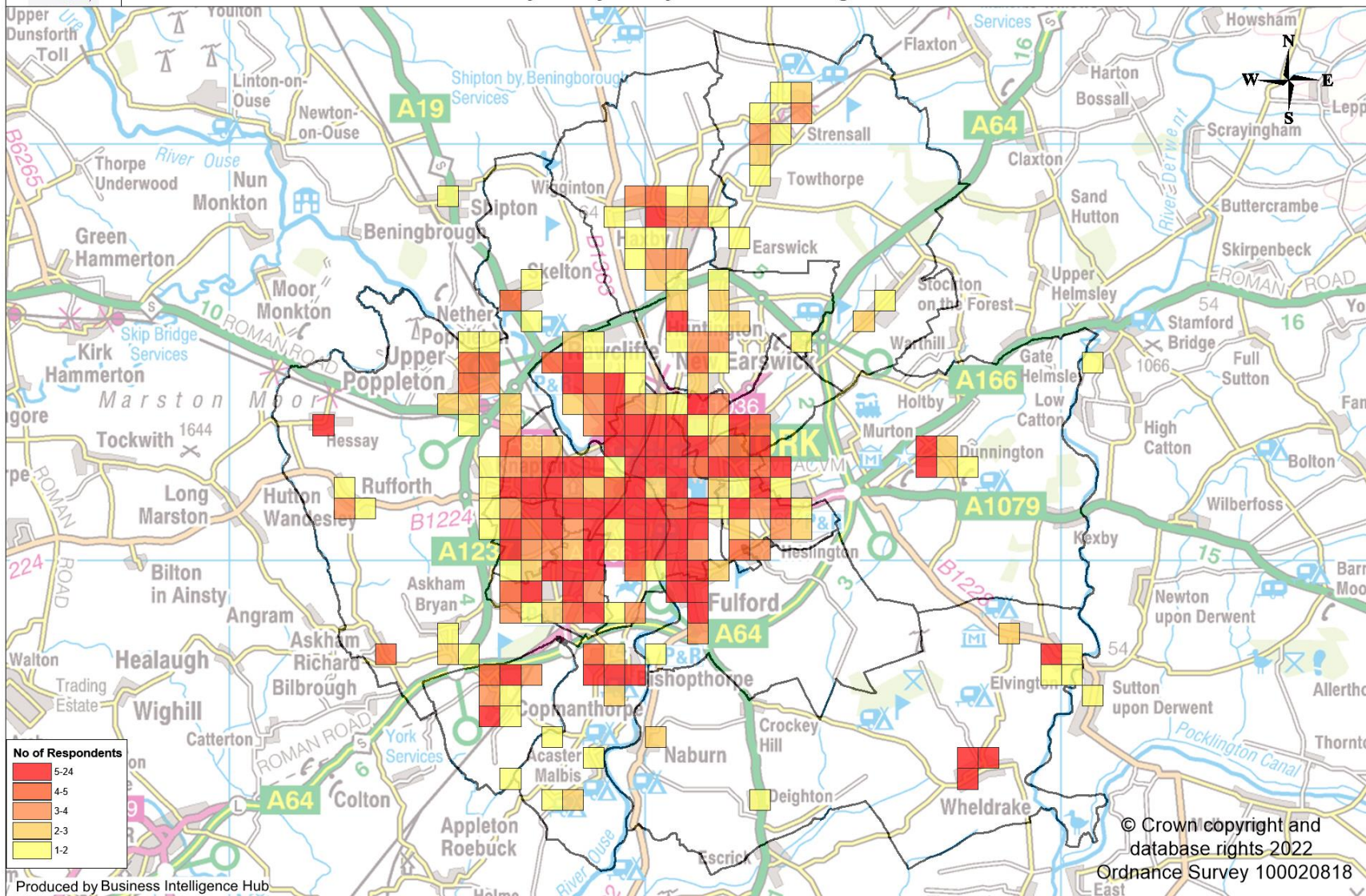


Respondent postcodes showed a good spread of respondents across York. There were a small number of respondents from outside York. Of those specifying postcodes, 937 were within York, a further 111 from Yorkshire, but outside York (of which 72 were from North Yorkshire, 28 from East Riding, 9 from West Yorkshire and 2 from South Yorkshire). There were 8 respondents from outside Yorkshire.

More work will take place to assess the differences in perception (e.g. of quality of transport modes) between the different areas of York. This will be reported as the Local Transport Strategy is developed. The face-to-face engagement events made it clear that perception of the quality of many aspects of transport (e.g. highway quality, buses, cycle infrastructure) varied substantially between different areas.



Locations indicated by residents for where they start journeys from in 500m grids

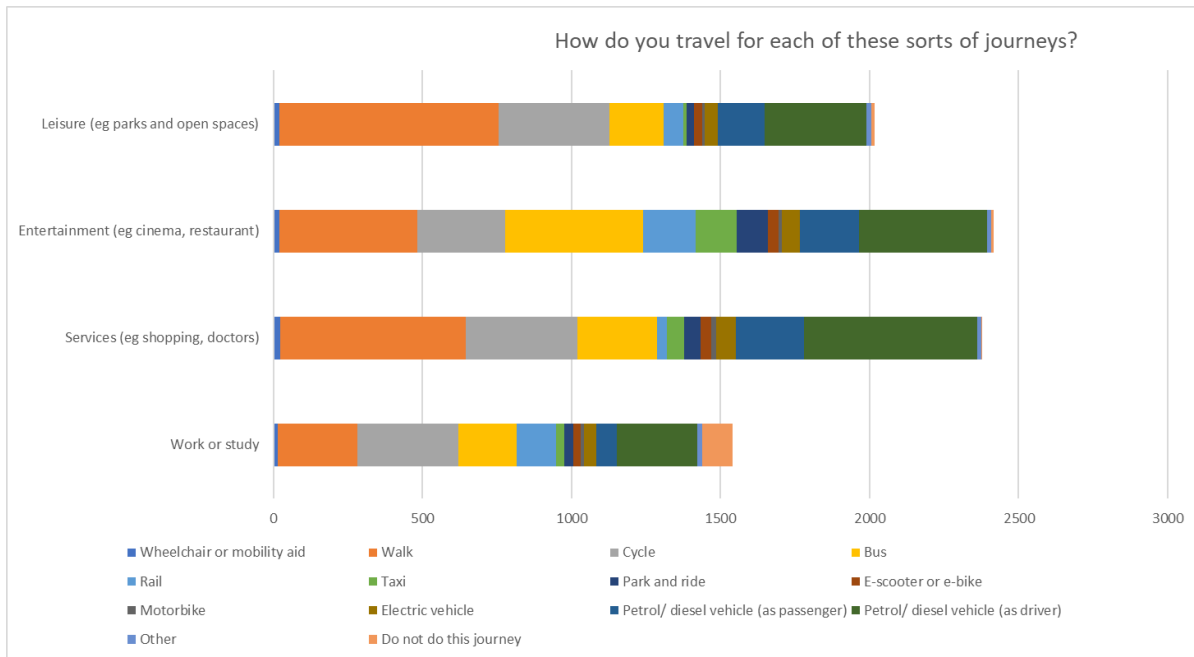


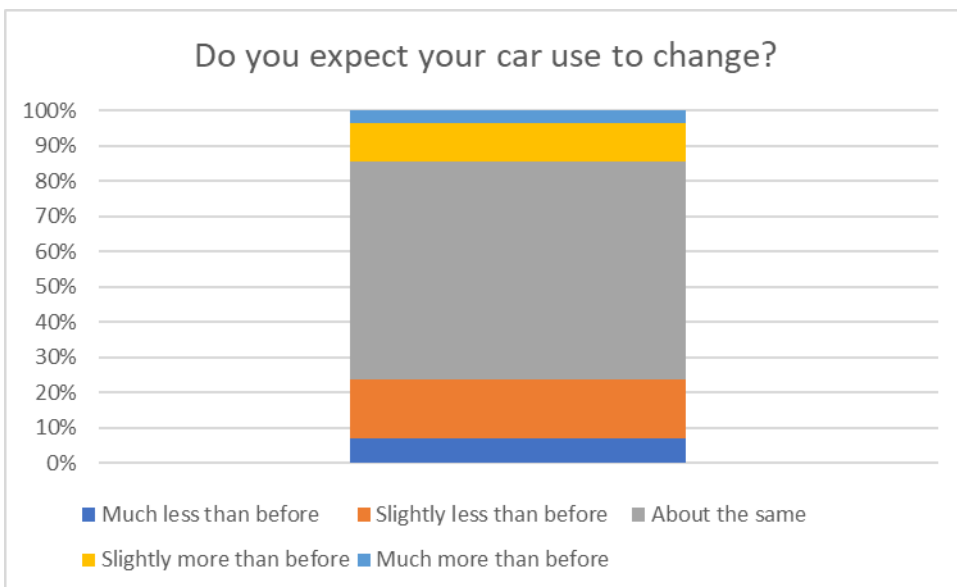
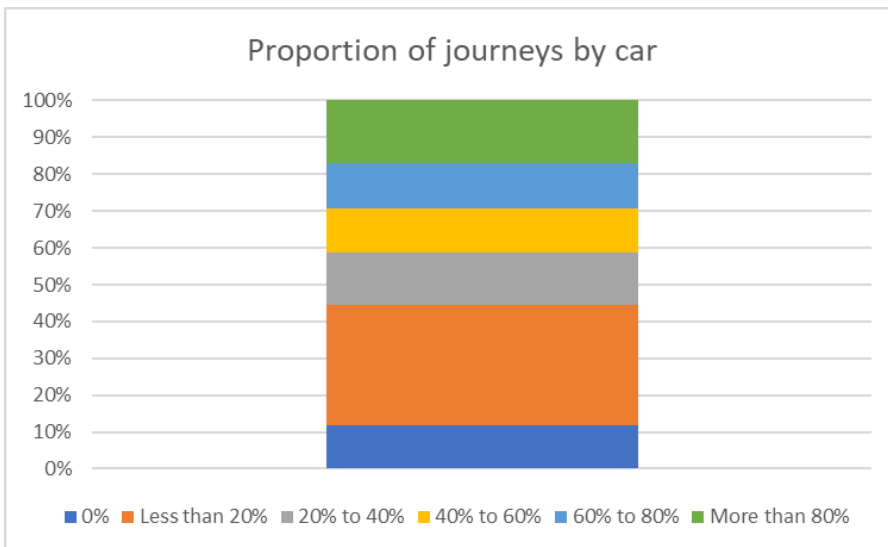
Respondents and their use of transport

Respondents were asked how they travelled for a range of journeys. Overall, walk and car use were the most-used modes, with cycling and bus also important. Comparison of the figures for how respondents travel to work or study suggests (in comparison to 2011 census figures) that cyclists are slightly over-represented in the sample – however, there remains a fair representation of users of other modes such that we do not think over-representation of cyclists distorts or invalidates the results (which by and large are emphatic in any case).

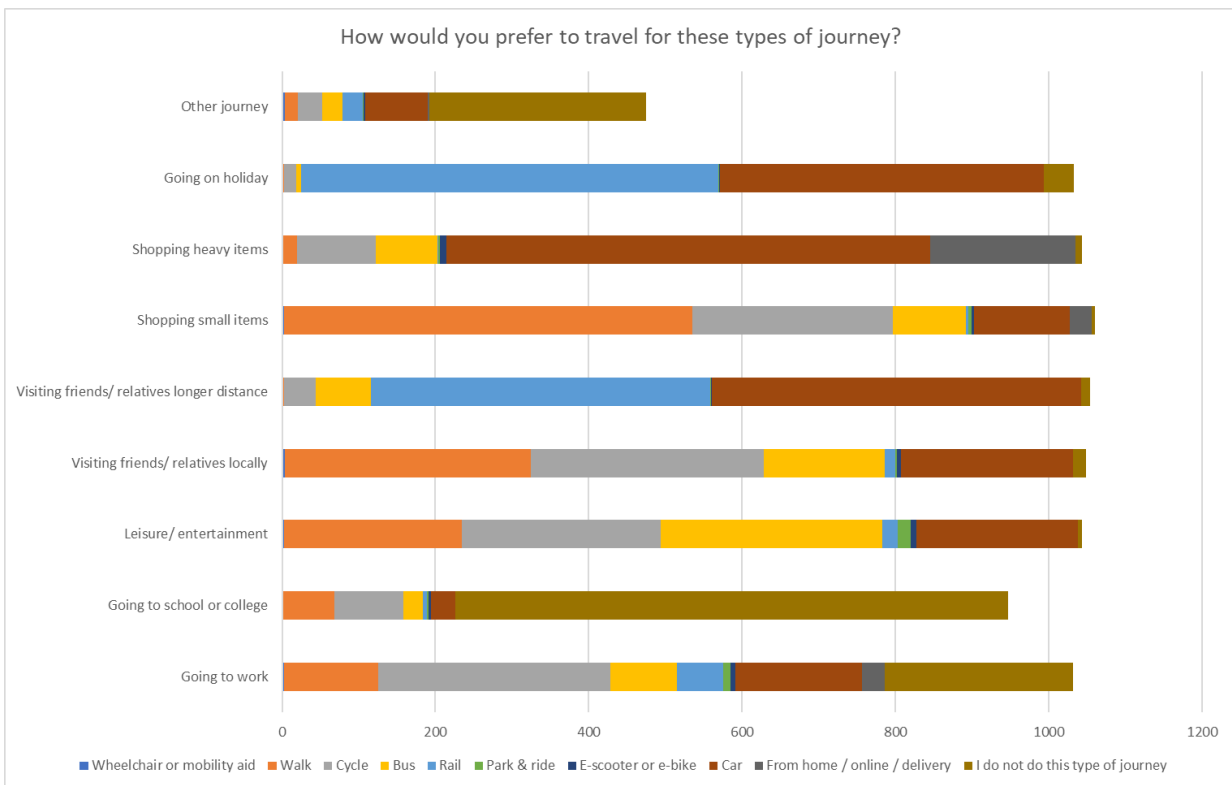
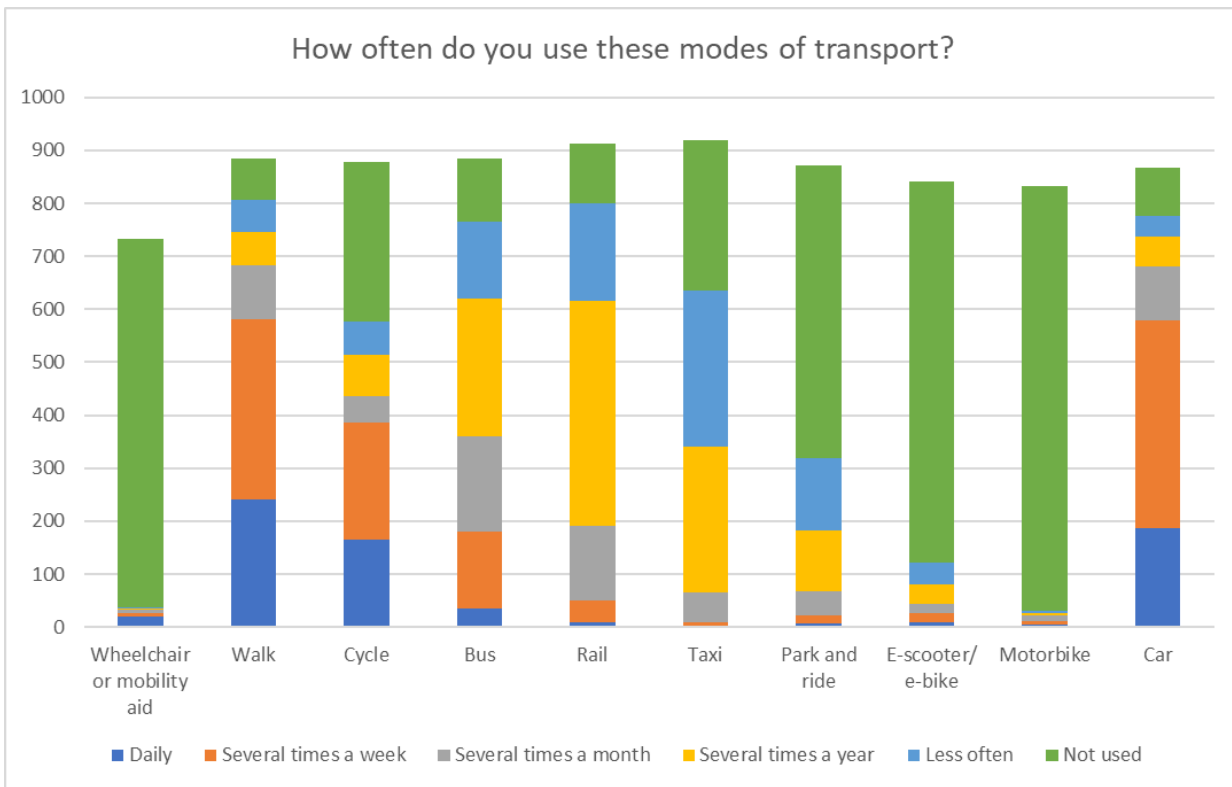
- 17% of respondents said they undertook more than 80% of their journeys by car
- 12% said they didn't travel by car at all
- 24% expected their car use to fall in the next 5 years, with 15% expecting it to increase
- 61% did not expect their car use to change.

Comparing this exercise with the same question asked in 2021 (at the end of the second lockdown period) suggests that fewer people are now expecting their car use to fall (in 2021 over 30% expected it to fall). To some extent this is probably reflective of different expectations about travel habits since the end of the covid pandemic.



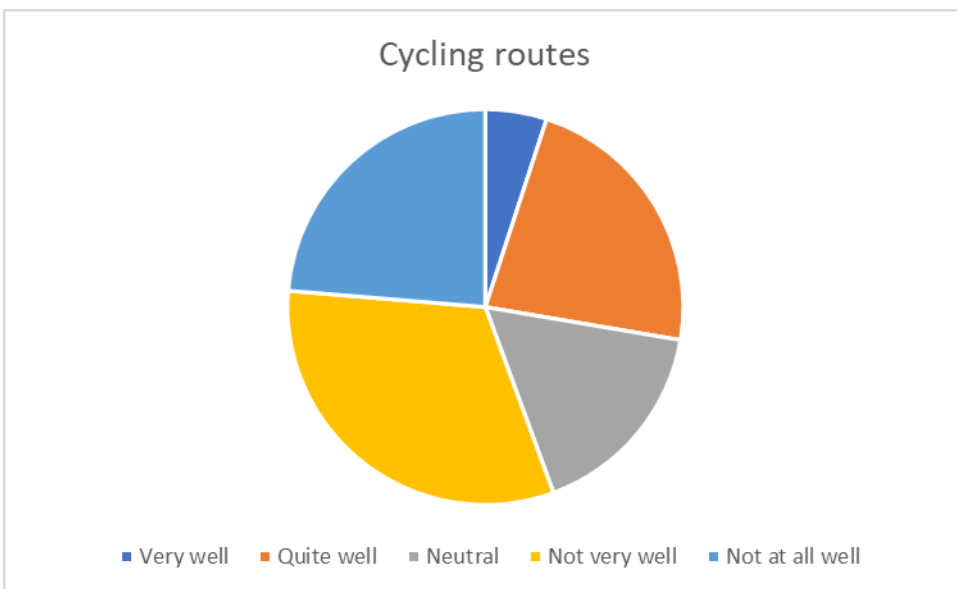
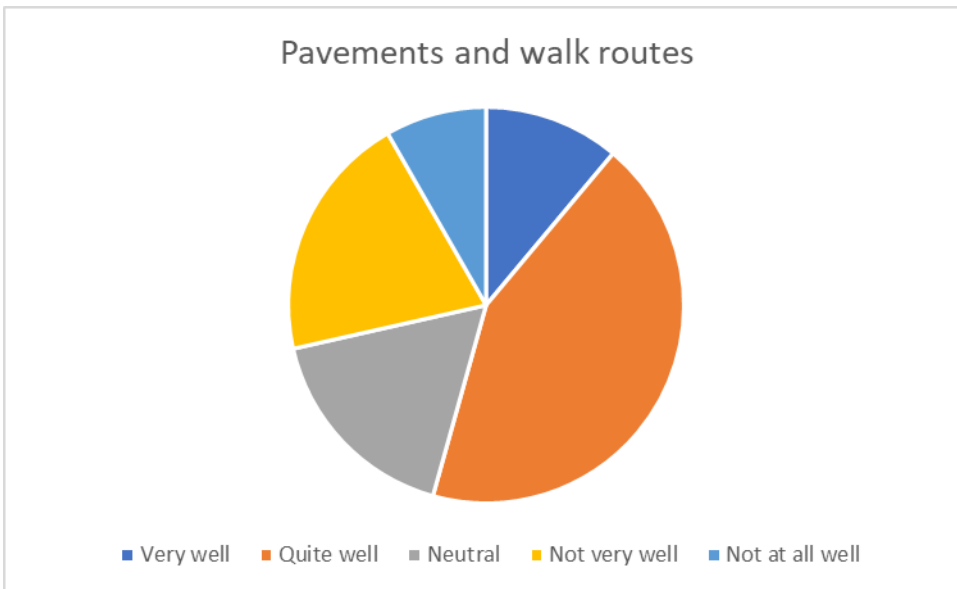


Within the sample there was substantial use of different transport modes – with, for example, only around 10% of respondents not using either walk, car, bus or rail and only about one-third not cycling. Analysis of respondents’ preferences for travel suggests that more people would prefer to travel by sustainable modes than currently do (comparison of “preferences” chart with how people currently travel). This all tallies with previous questionnaires and surveys in York which suggest that (a) travel behaviour in the city is fairly sophisticated with people using several modes to get around, according to assessments of the needs of different journeys (which includes an assessment of the environmental implications of some transport choices) and (b) people say they would prefer to use sustainable travel more than they do now.

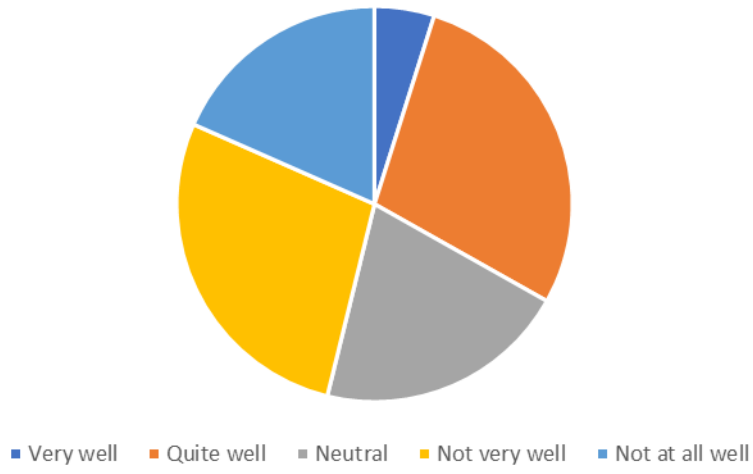


Respondent Satisfaction with current provision

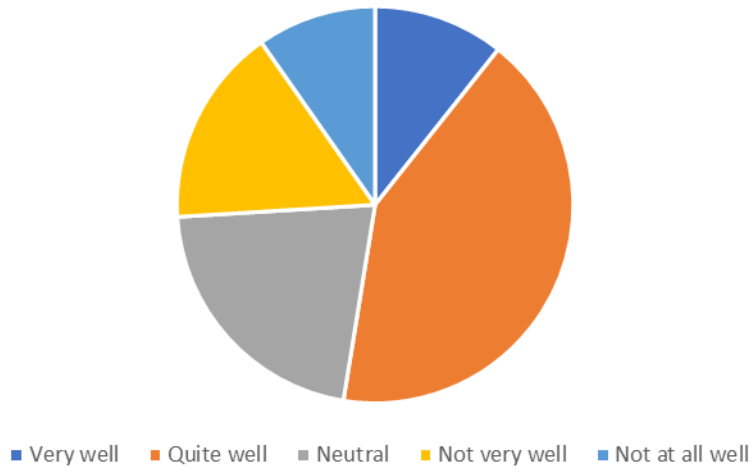
Respondent satisfaction was highest with (respectively) pavements and walking routes, rail services, and taxis; and lowest with cycling routes, bus routes and the road network. There was dissatisfaction with EV charging points, but the number of respondents to this question (187) was significantly lower than the number of respondents to the other questions analysed here (all between 750 and 1,100 respondents except “taxis” (606 respondents)).



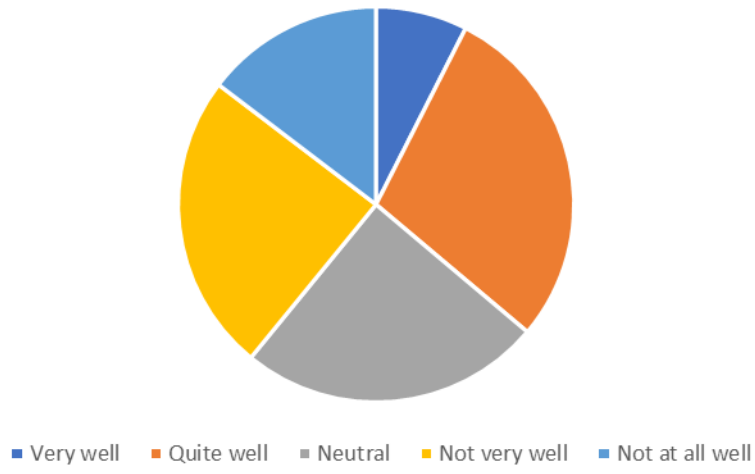
Bus routes



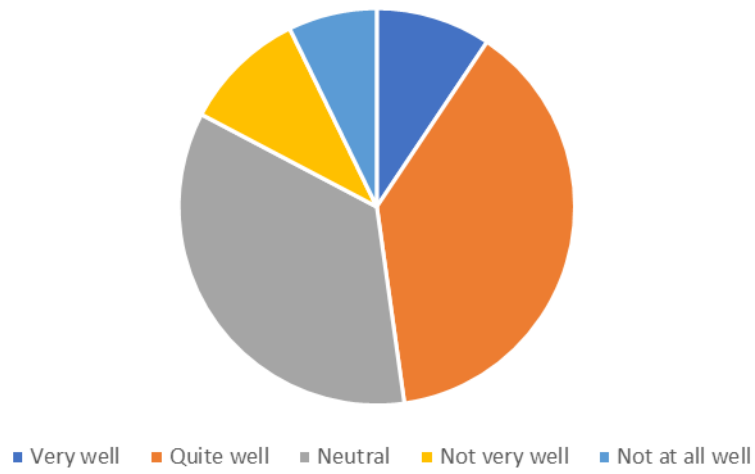
Rail Services

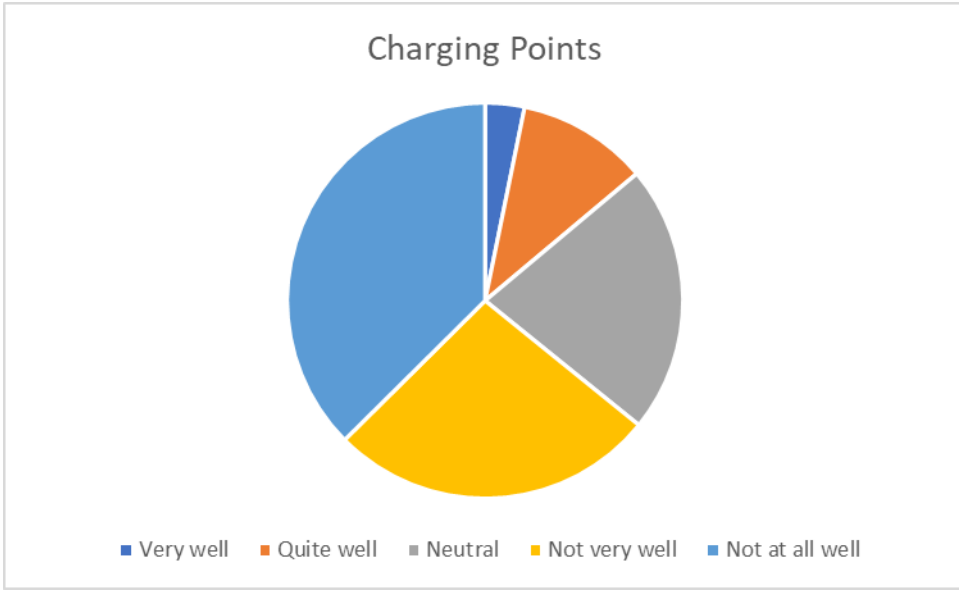


Road Network



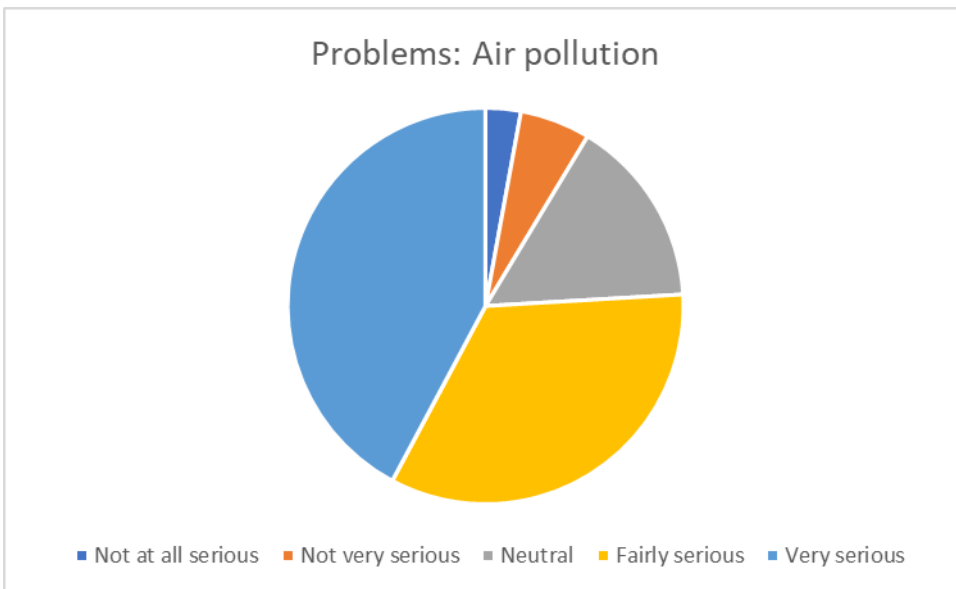
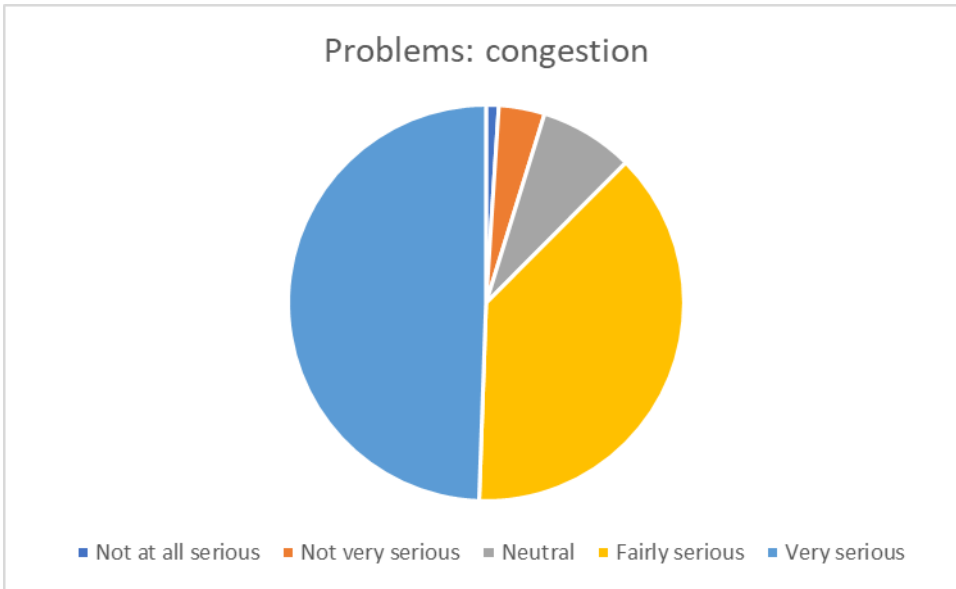
Taxis



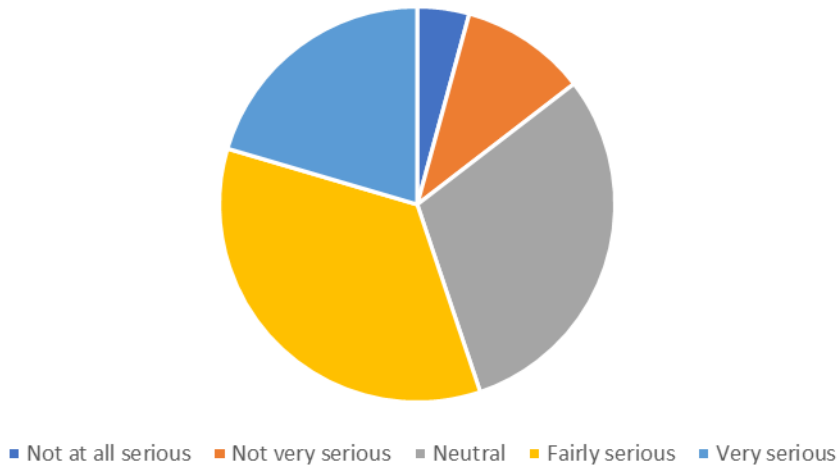


Assessment of problems

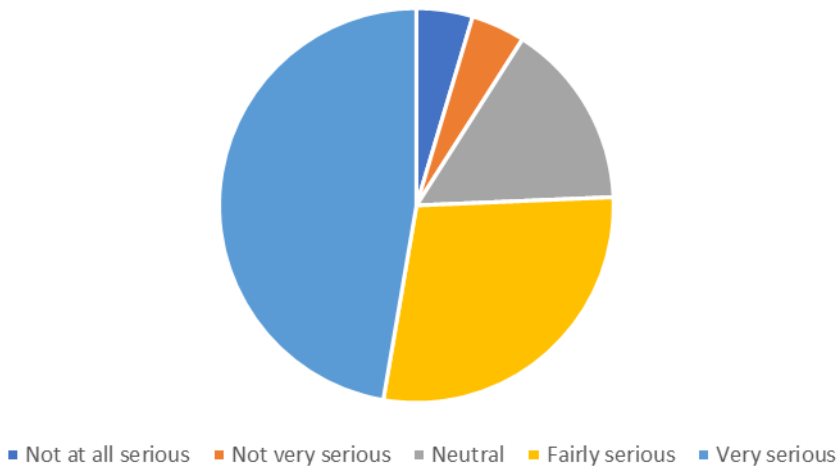
Respondents were asked to what extent they viewed various aspects of York’s transport network as “problematic”. In all but one case (personal security) the number of people who viewed any given aspect of the system as “very serious” or “fairly serious” problems was above the number of people who viewed it as “Not at all serious” or “Not very serious”. In most cases, far more of the respondents saw the problems as “very serious” or “fairly serious” than not serious. This was particularly true for congestion, air pollution, noise, climate change.



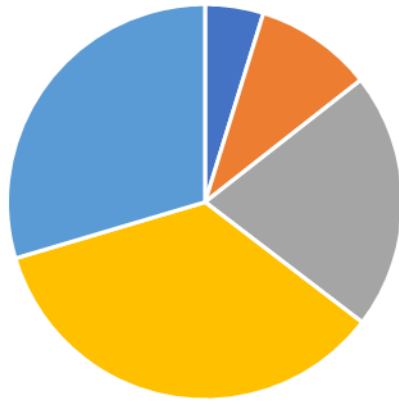
Problems: Noise from traffic



Problems: Impact of Transport on Climate Change



Problems: danger from traffic



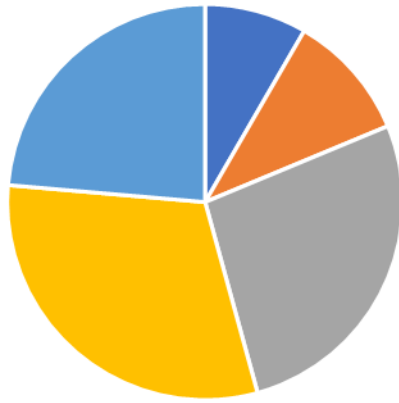
■ Not at all serious ■ Not very serious ■ Neutral ■ Fairly serious ■ Very serious

Problems: personal security



■ Not at all serious ■ Not very serious ■ Neutral ■ Fairly serious ■ Very serious

Problems: visual quality



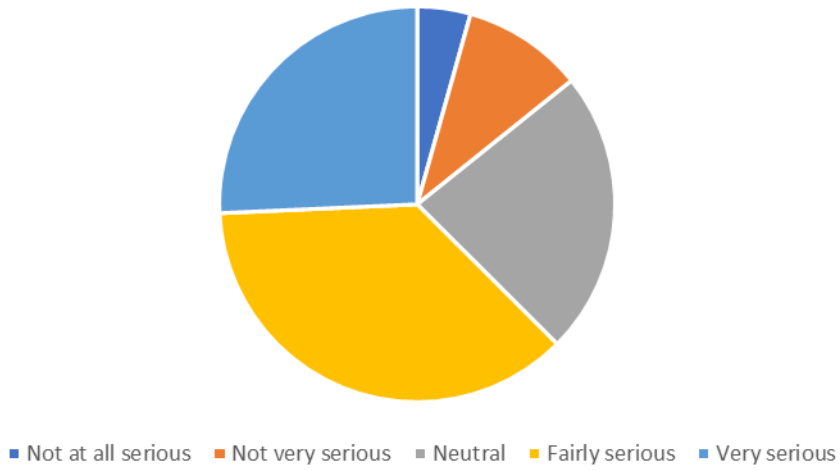
■ Not at all serious ■ Not very serious ■ Neutral ■ Fairly serious ■ Very serious

Problems: sharing pavements

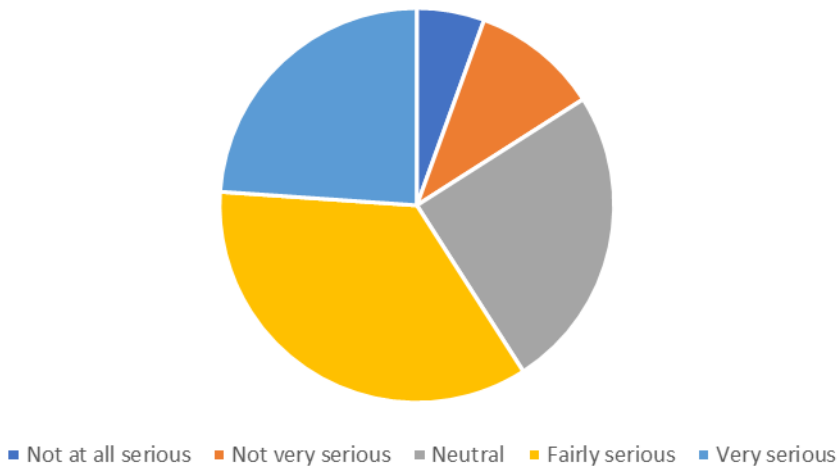


■ Not at all serious ■ Not very serious ■ Neutral ■ Fairly serious ■ Very serious

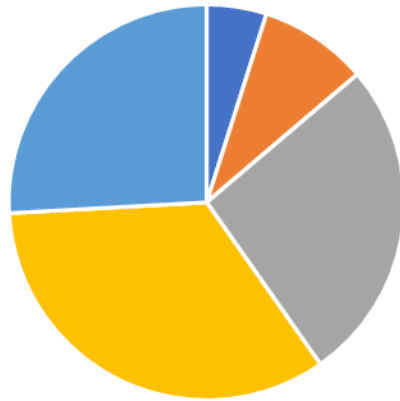
Problems: sharing roads with other users



Problems: traffic in resi and shopping streets

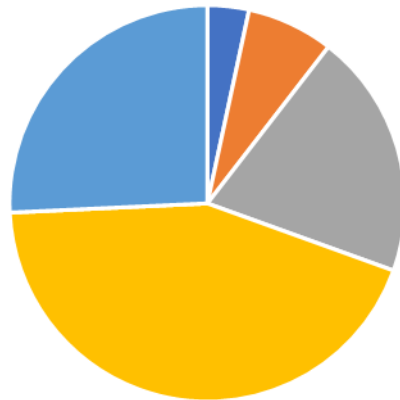


Problems: passing vehicles



■ Not at all serious ■ Not very serious ■ Neutral ■ Fairly serious ■ Very serious

Problems: restricted transport options



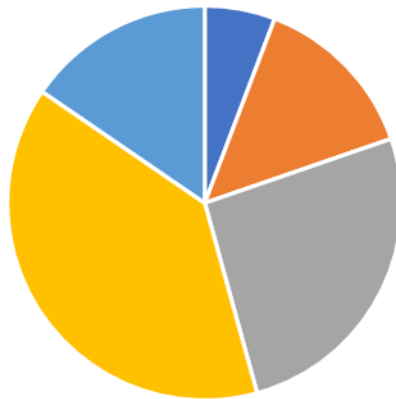
■ Not at all serious ■ Not very serious ■ Neutral ■ Fairly serious ■ Very serious

Negative impact on physical fitness of transport options



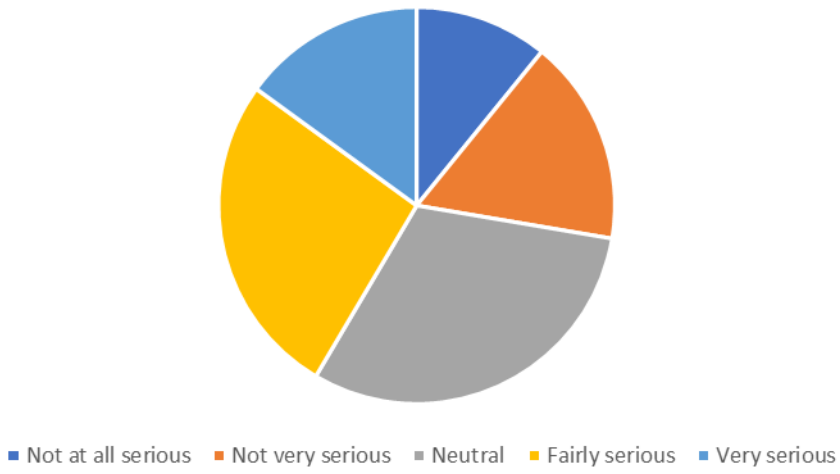
■ Not at all serious ■ Not very serious ■ Neutral ■ Fairly serious ■ Very serious

Difficulty getting to shops, services, leisure etc

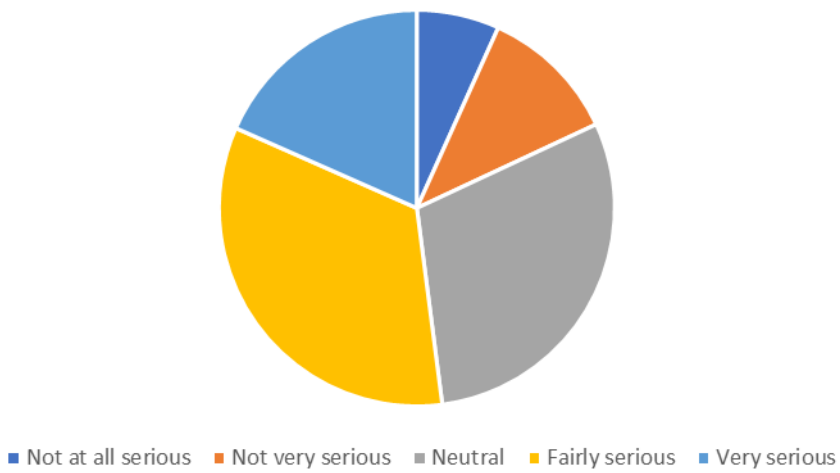


■ Not at all serious ■ Not very serious ■ Neutral ■ Fairly serious ■ Very serious

Difficulty: cut off from family and friends



Restricting economic growth



Restricting access to education and training

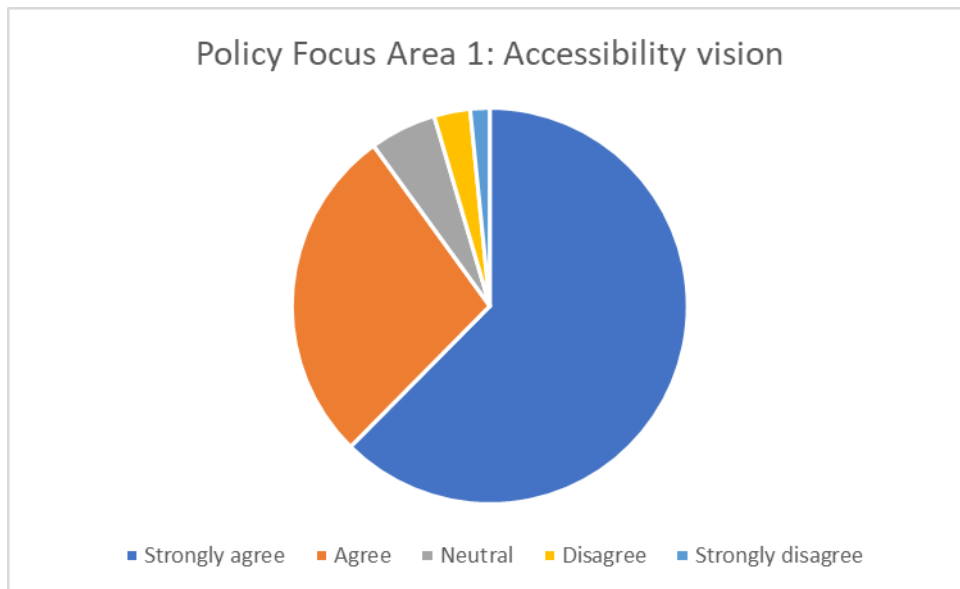


■ Not at all serious ■ Not very serious ■ Neutral ■ Fairly serious ■ Very serious

3. Policy Focus Area 1: Accessibility

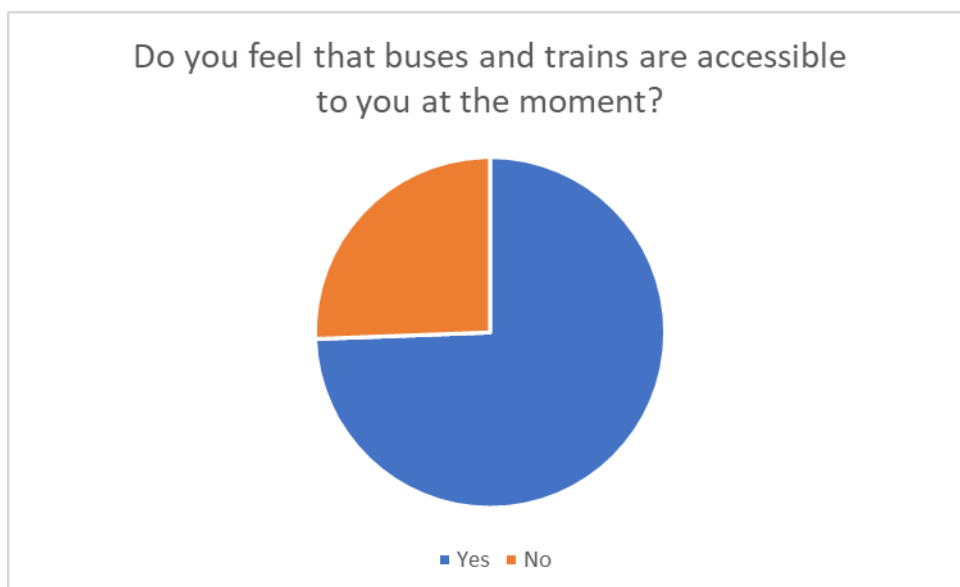
Respondents were asked whether they agreed with the Accessibility vision.

Policy focus area 1: Accessibility - Shape a city that is accessible to everyone – so that everyone, including young people, women, disabled people and anyone with a protected characteristic, is able to access all the facilities which they need, and all areas of the city, and its villages, have accessible, reliable and affordable bus services to key destinations.



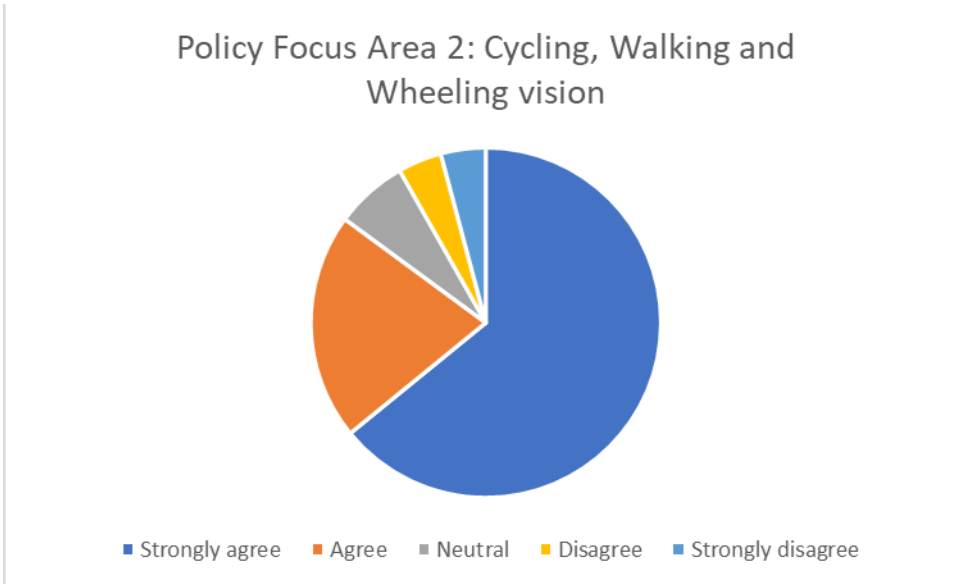
90% of respondents either strongly agreed or agreed with the vision. Only 5% of people disagreed or strongly disagreed with the vision.

Over a quarter of respondents said that they feel buses and trains in York are not accessible to them at the moment. This is similar to the proportion of respondents who said they suffered from a disability and further work in the Local Transport Strategy – and the associated project on Accessibility – will look into this in more depth.



4. Policy Focus Area 2: walking, wheeling and cycling

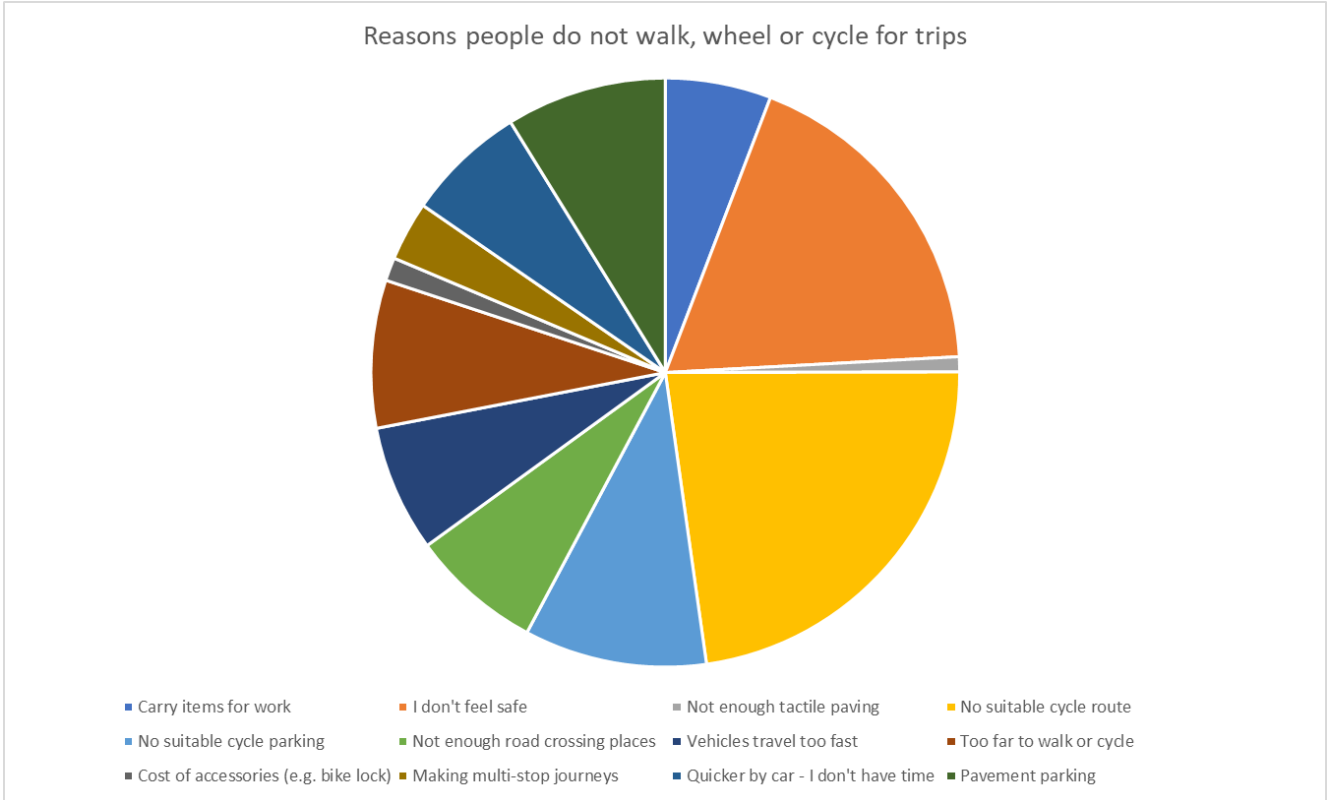
Policy focus area 2: Improve walking, wheeling and cycling – so that cycling, walking and wheeling become more attractive and offer better alternatives to the car. Key to this will be creating a continuous network of safe and high-quality cycle, walking and wheeling routes, and giving all active travel users greater priority on roads and at junctions. Effectively integrating new modes like e-bikes into York’s transport network will also be important. These changes will achieve a doubling of active travel journeys by 2030.



85% of respondents either strongly agreed or agreed with the vision. Only 8% of people disagreed or strongly disagreed with the vision.

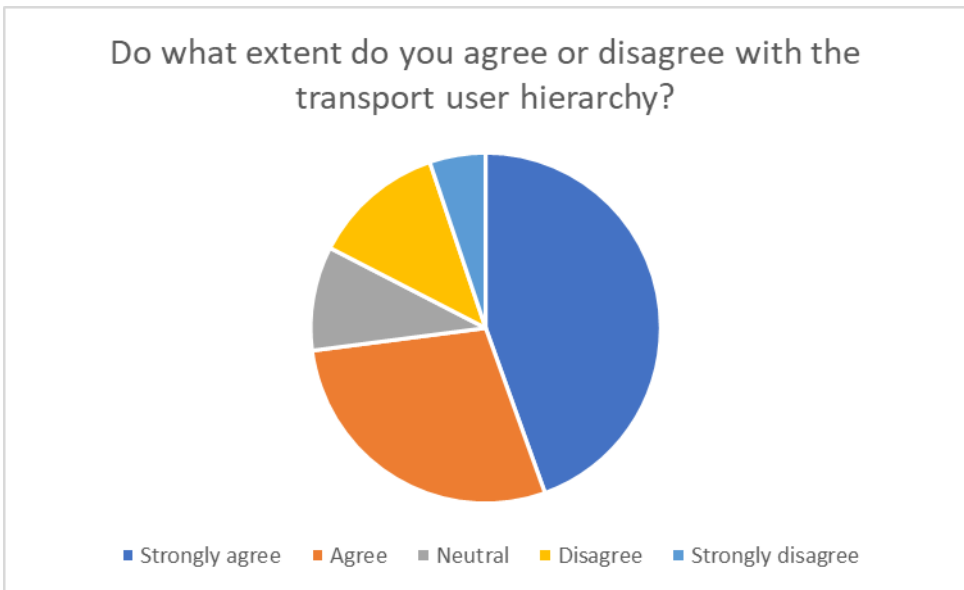
61% of respondents said they did not walk, cycle or wheel as much as they would like. The top 3 reasons given for not walking, cycling or wheeling as much as respondents would like were that there were no suitable cycle routes, that they did not feel safe and that there was no suitable cycle parking.



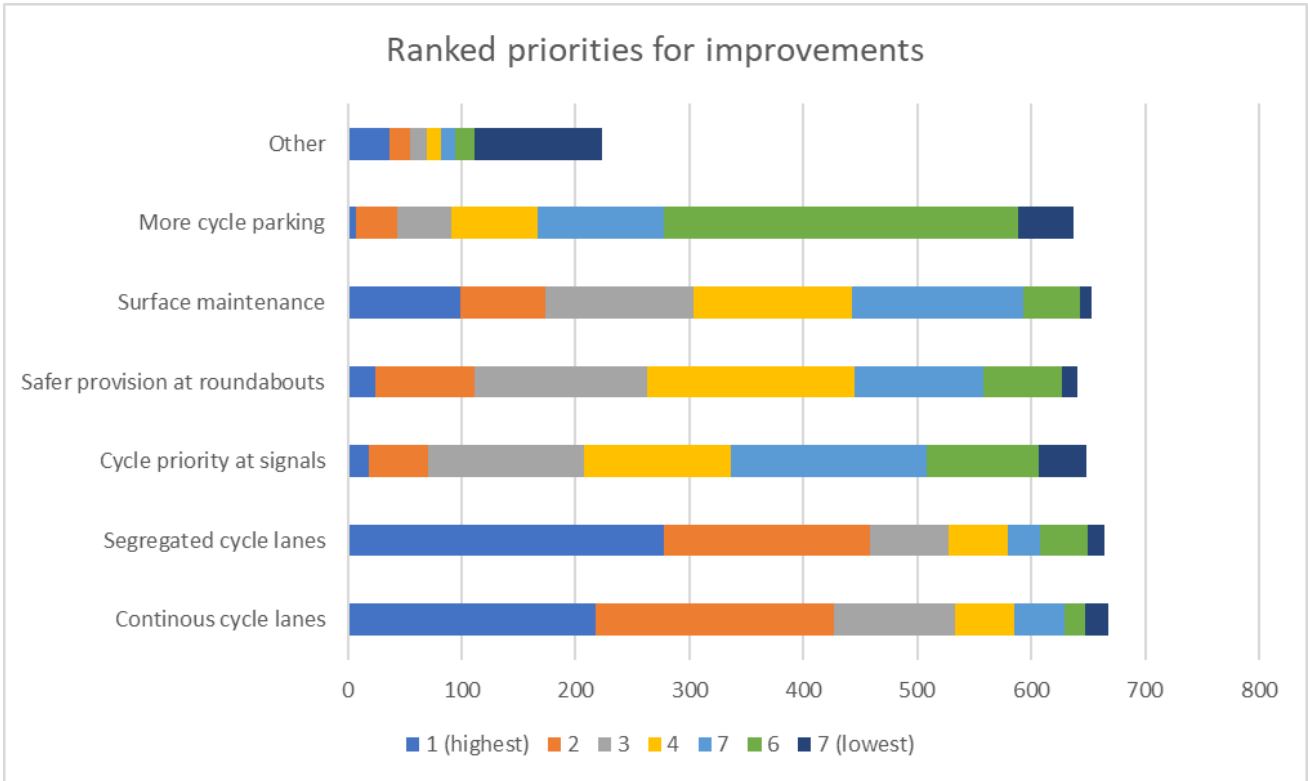


Our big transport conversation was an opportunity to test attitudes to York’s hierarchy of transport modes, which had been in use for over 20 years. 73% of respondents agreed with the hierarchy.

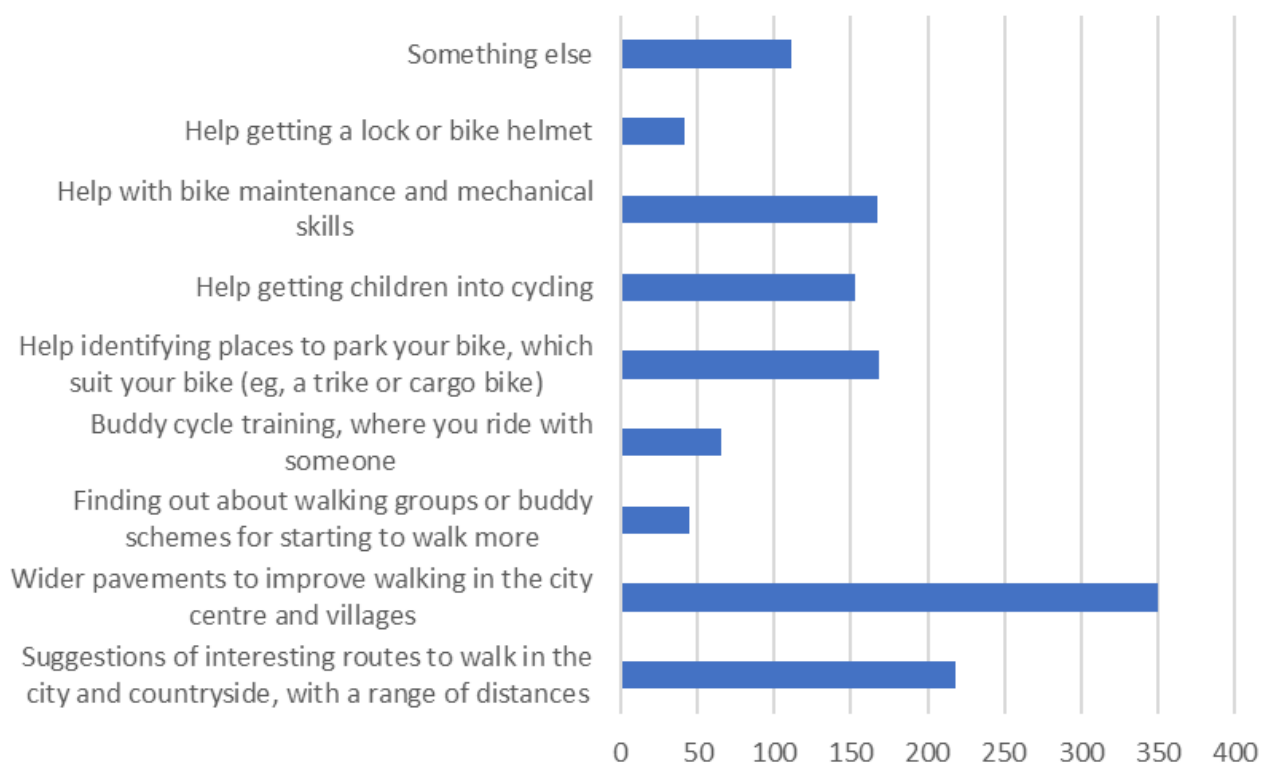
During the face-to-face consultation some suggestions were made about possible refinements to the modal hierarchy, including widening the current “disabled” categories to include other vulnerable transport users (for example, children and elderly people) and/ or uses of the highway which did not involve movement (for example, roadworks and parked vehicles). These will be considered further in York’s new Transport Strategy and the York Movement and Place Plan.



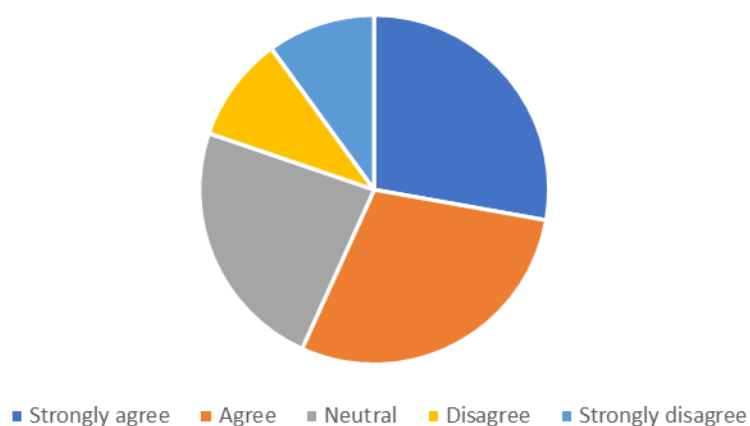
Respondents were asked what improvements could be made, including a question where they were asked to rank improvement preferences. The respondents said that they preferred infrastructure improvements such as cycle lanes segregated from other traffic, continuous cycle lanes and wider pavements. Better maintenance of road surfaces was also considered important.



What support would you find useful in helping you to walk or cycle more?



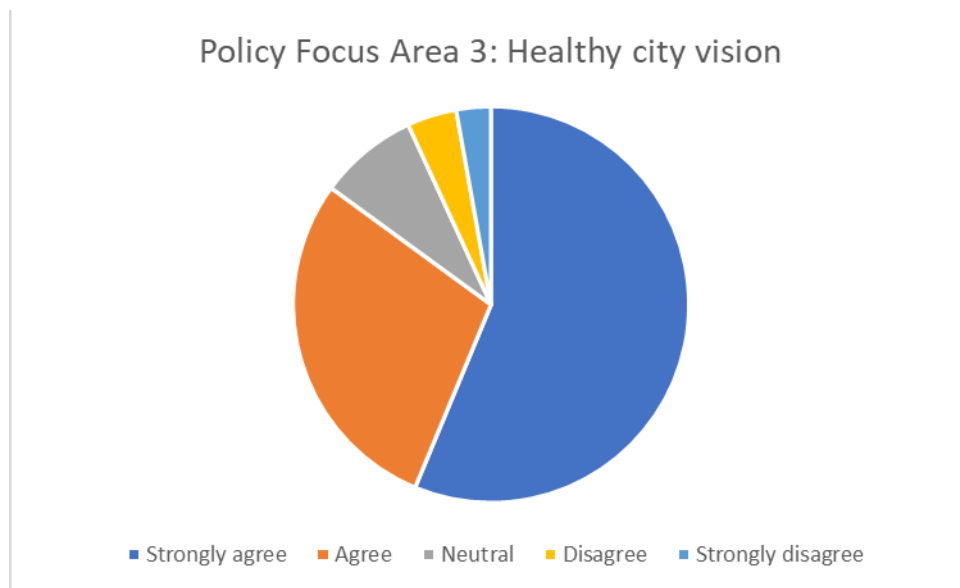
"E-bikes are an important future mobility option in York"



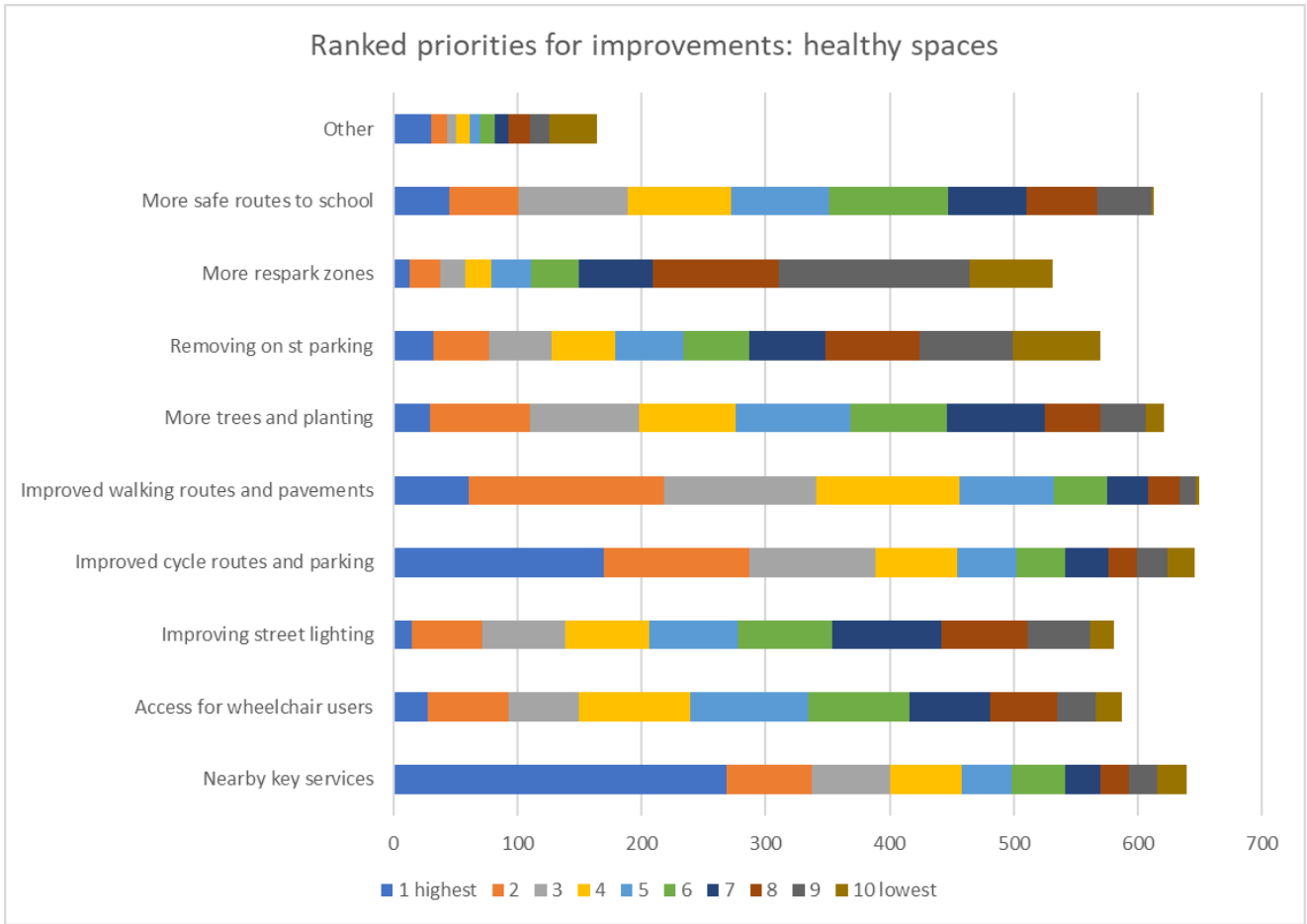
Finally, over 50% of respondents saw e-bikes as an important future mobility option in York.

5. Policy Focus Area 3: Shaping Healthy Places

Policy focus area 3: Shape Healthy Places: – to encourage physical activity by ensuring that all communities in York are inclusive, feel safe and offer all the facilities which people need on a daily basis within easy reach whether walking, wheeling, cycling or travelling by public transport. We will improve district centres so that people can meet more of their shopping, work and leisure needs locally, without having to travel by car. We will improve streets and spaces in York to help us adapt to future climate change and for the benefits of all users, including people who have limited mobility, hearing or sight loss. We will focus on planting, lighting, surfaces and the quality and feel of streets and spaces in York. We will improve broadband connectivity to enable people to work, study and shop from home.

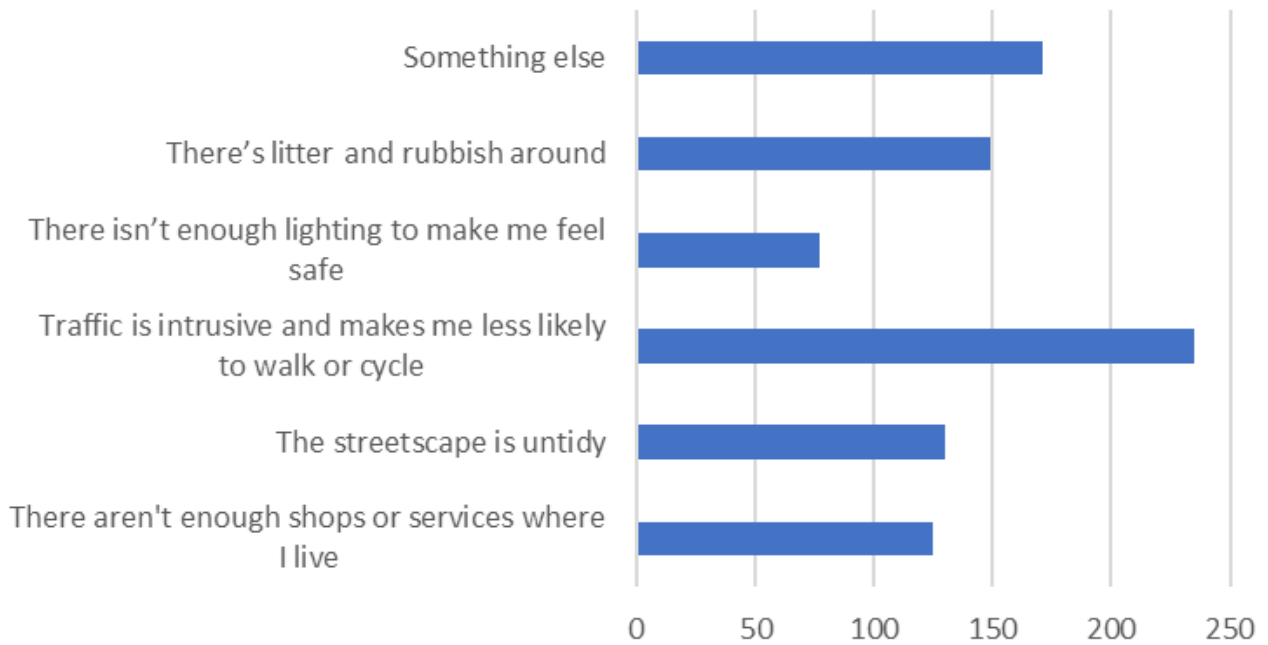


85% of respondents either strongly agreed or agreed with the vision. Only 7% of people disagreed or strongly disagreed with the vision.



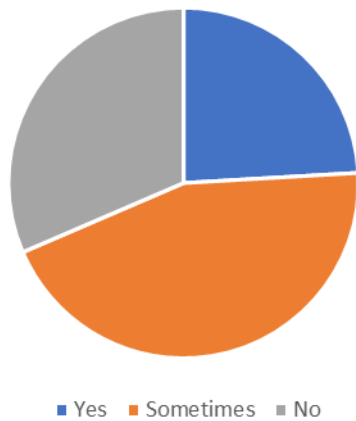
As with walking, wheeling and cycling, respondents were asked to rank their preferences for action. “Nearby key services”, “Improved cycle routes and parking” and “Improved walking routes and pavements” were seen as the most preferred improvements. More engagement on these matters will take place through preparation of York’s Movement and Place Plan.

What doesn't work well in your local community?

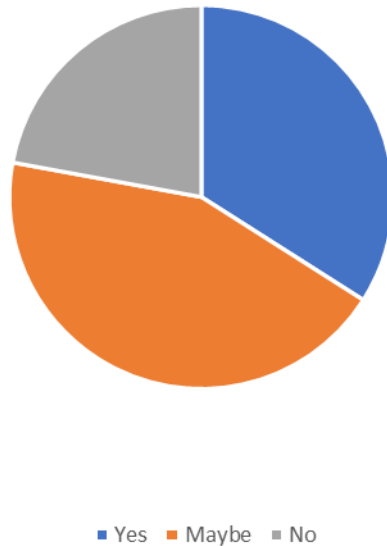


Intrusion of traffic was seen as the aspect which works least well in local areas.

Would you find it useful if deliveries were taken to a central hub for you to collect yourself?



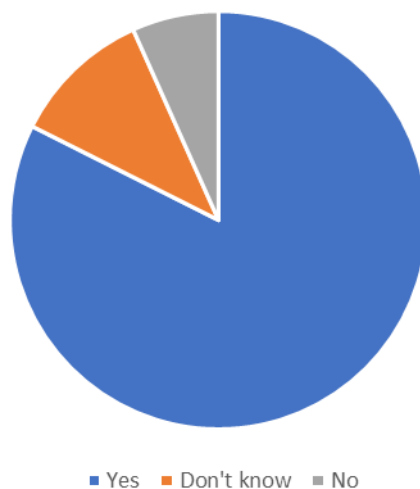
Would you use a hub which offered toilets, cycle, pushchair and wheelchair hire as well as repair workshops?



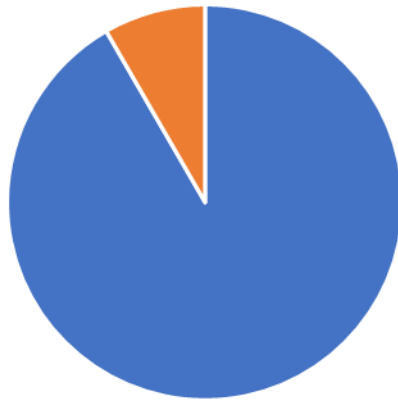
Between 20% and 30% of respondents said they would use either a deliveries or mobility hub, with around 40% uncertain of their use. More work with the data will be needed to assess how this varies between different areas of York.

Developing a Supplementary Planning Document for new developments (a Local Plan commitment) was supported by a large majority, and a large majority of respondents also supported applying a healthy streets approach in York.

Do you support CYC in producing a Supplementary Planning Document for new developments?

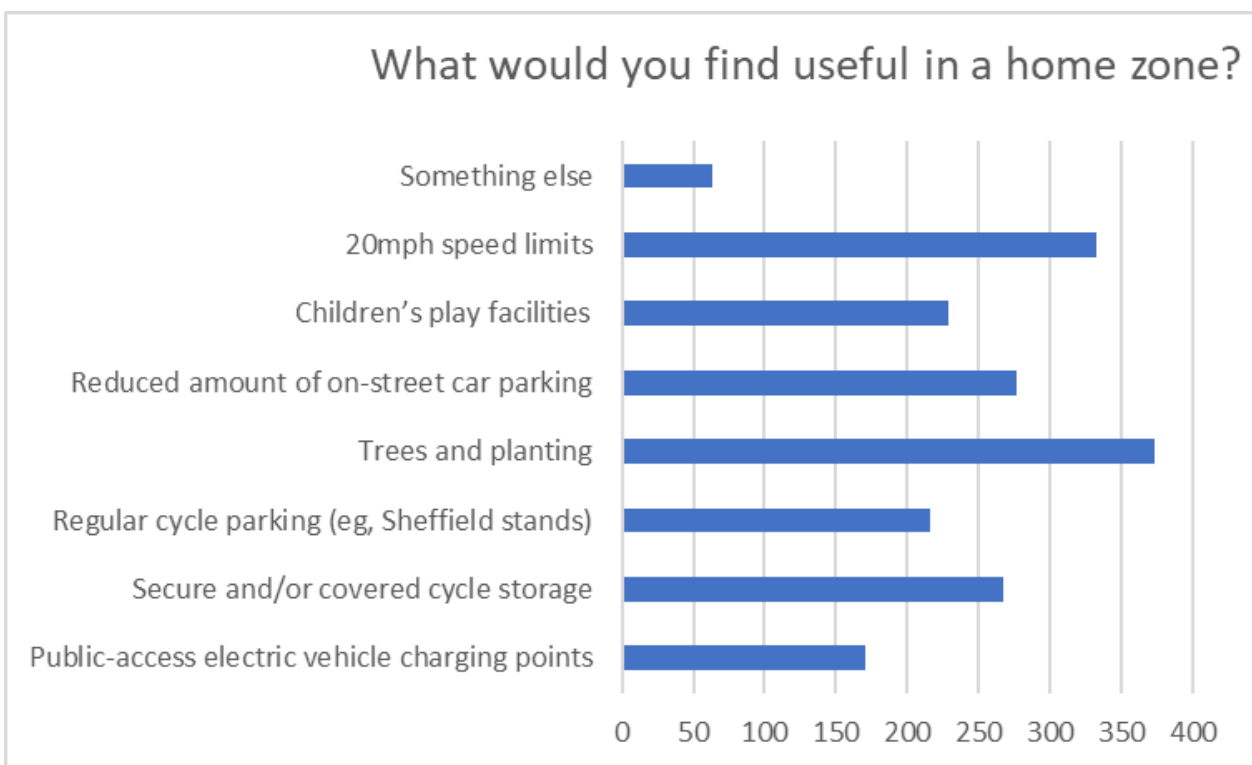
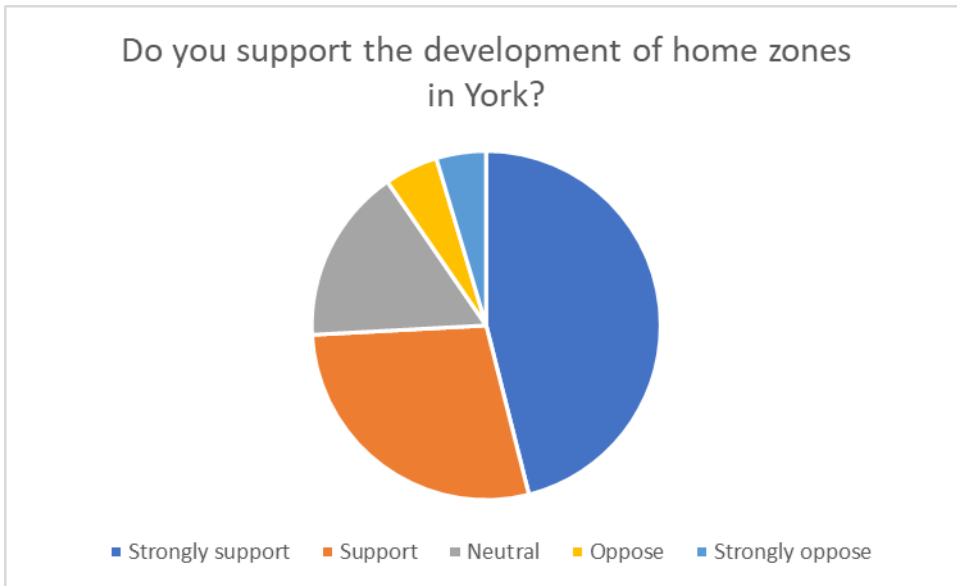


Do you support the healthy streets approach?

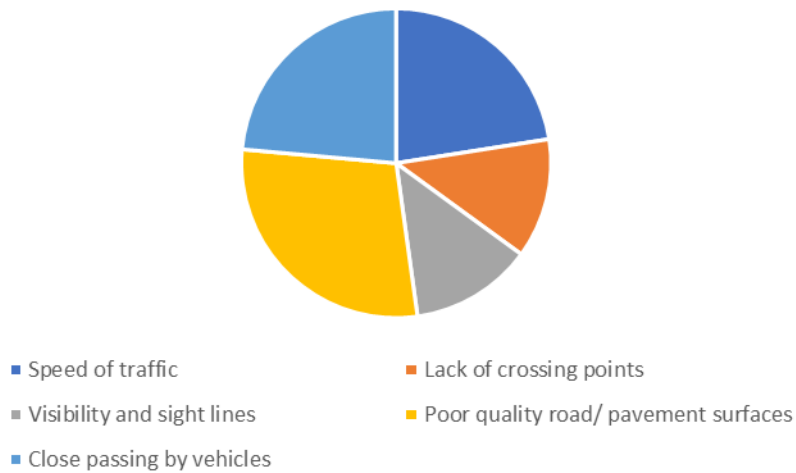


■ Yes ■ No

74% of respondents supported the development of home zones in York, with only 10% opposing this. 20mph limits, more trees and planting and reduced on-street car parking were seen as the 3 most useful/important aspects of a home zone.

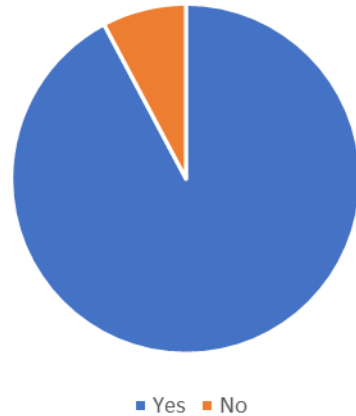


What areas of road safety concern you?

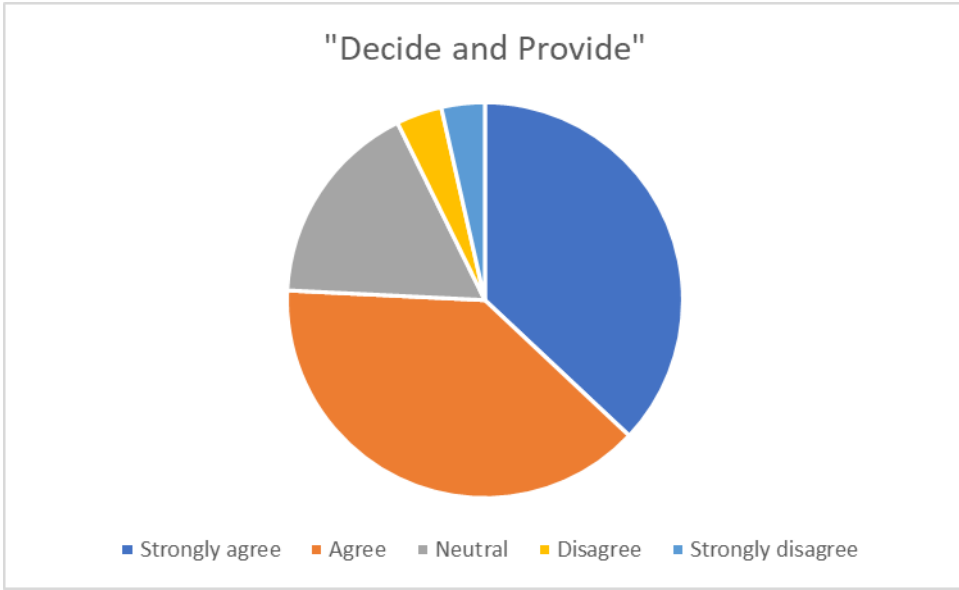


The three most concerning aspects of road safety in York were seen by respondents as “poor quality road/ pavement surfaces”, “close passing by vehicles” and “speed of traffic”. The project team were also often told this during the face-to-face consultation, with road/ pavement repair concerns being reported at nearly all of the meetings attended.

Do you agree with making Health Impact Assessments of large infrastructure schemes?

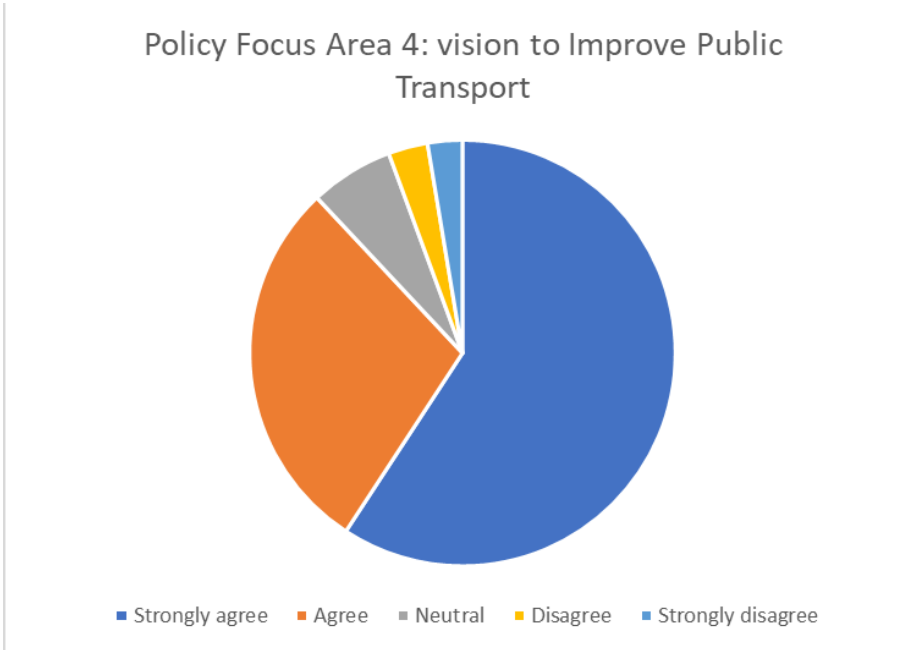


Respondents showed high levels of support for making Health Impact Assessments of large transport infrastructure schemes and also supported greater use of “Decide and Provide” methods for scoping new transport projects. However, some respondents reported that these areas are very technical and they did not feel qualified to reach judgements on them. This suggests that future engagements on transport will need to provide greater explanation of some of these concepts to aid discussion.



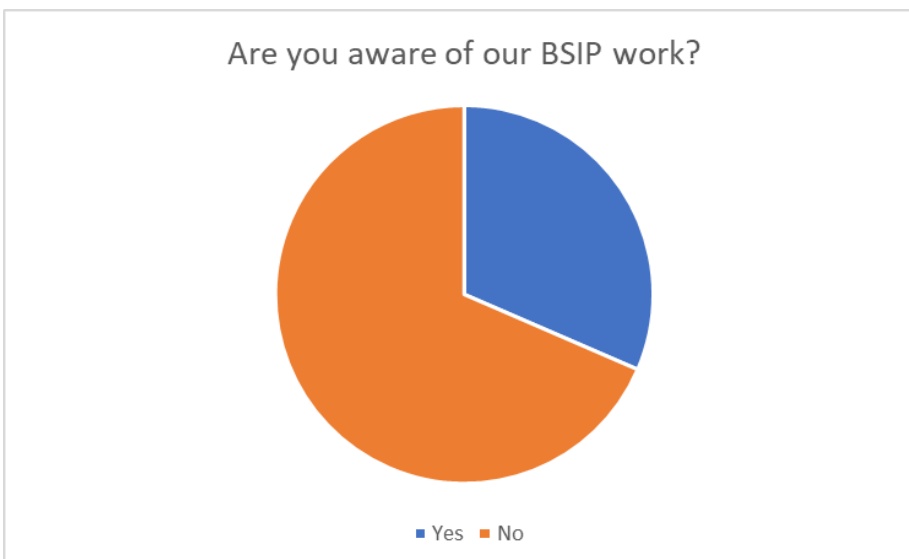
6. Policy Focus Area 4: Improving Public Transport

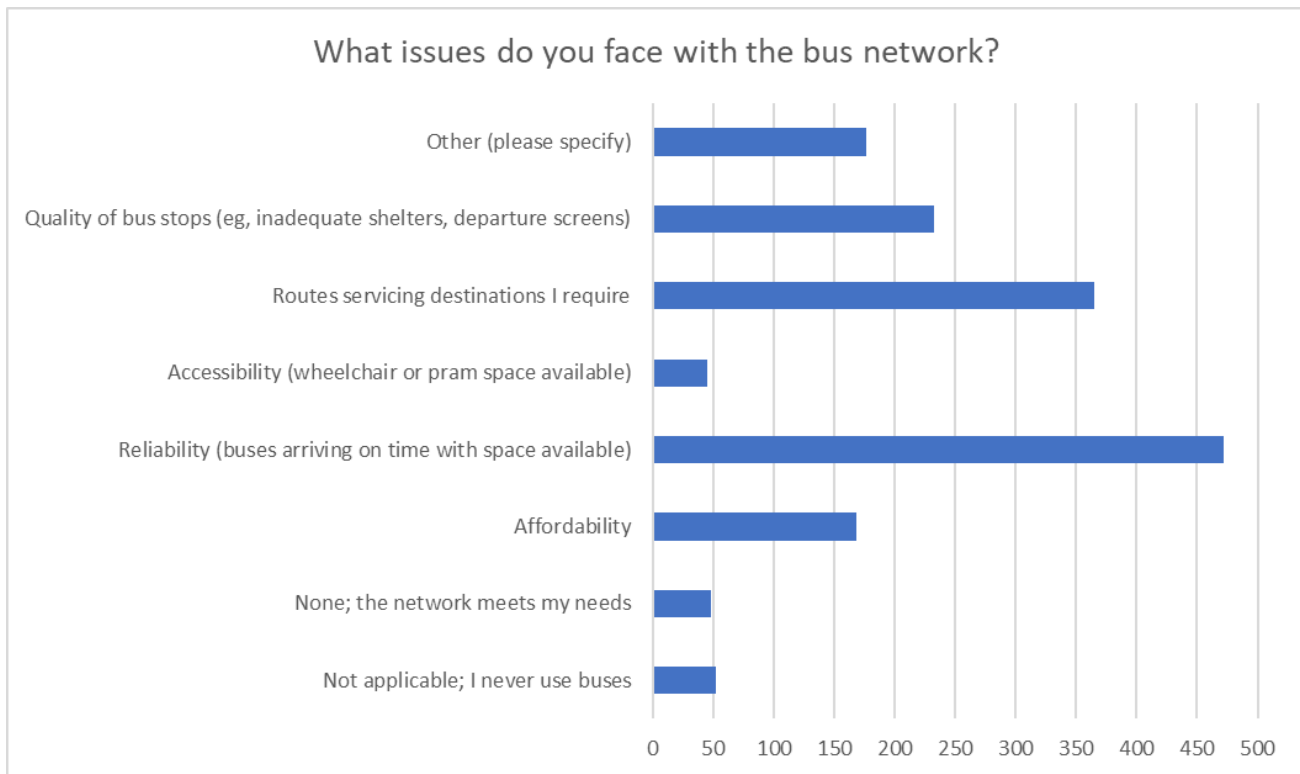
Policy focus area 4: Improving Public Transport: so that all areas of the city have good and reliable public transport access. Key to this will be extending the bus network, ensuring effective and reliable early and late services when people need them, and upgrading high frequency bus services – in some cases into bus rapid transit services or possibly light rail transit systems. We will also work to upgrade heavy rail services where they play a local role or support our other policies. Not only will this result in a 50% or greater increase in bus patronage by 2030, it will also enhance the viability of public transport and protect its future



88% of respondents either strongly agreed or agreed with the vision. Only 6% of people disagreed or strongly disagreed with the vision.

City of York Council is already advancing a significant programme of improvements to bus services under its Bus Service Improvement Plan. Knowledge of this amongst respondents (who would be expected to be more engaged with transport in York than most people in the city) is relatively low at present – but we would expect this to increase as improvements on the bus network become more visible (e.g. through new ticketing projects and works on the ground).





Respondents saw the biggest issues with buses in York being poor reliability, routes not going where respondents wished them to go and quality of bus stops. 168 of the 1560 responses we received to this question cited “affordability” as a problem, which is lower than in previous surveys and likely to be a response to the £2 maximum fare policy currently in place.

Face-to-face events revealed that views on the quality of local buses were very varied according to location. There were particular problems in areas where bus service levels had recently been reduced or were under threat.

48% of respondents said they would use buses more if there was more bus priority, with 35% saying they would “maybe” use buses more if there was more priority. Only 17% of respondents said that more bus priorities would not lead to them using buses more – this is only a slightly higher proportion than the respondents who say they do not use buses at all at the moment.

72% of respondents agreed with the principle of providing more priority routes for buses and sustainable modes, with only 11% of respondents opposing this.

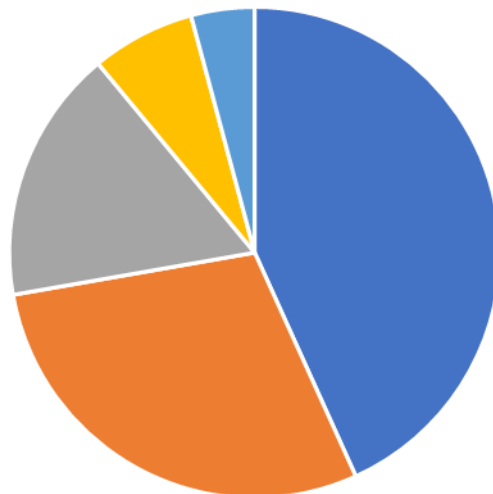
A clear challenge for York’s new Local Transport Strategy will be turning the overall “in-principle” support for improving bus reliability and providing more bus priorities into support for individual schemes which may involve difficult choices about reallocation of road space, which is currently available to all vehicles or used for on-street parking, to buses or other sustainable transport modes.

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



■ Yes ■ Maybe ■ No

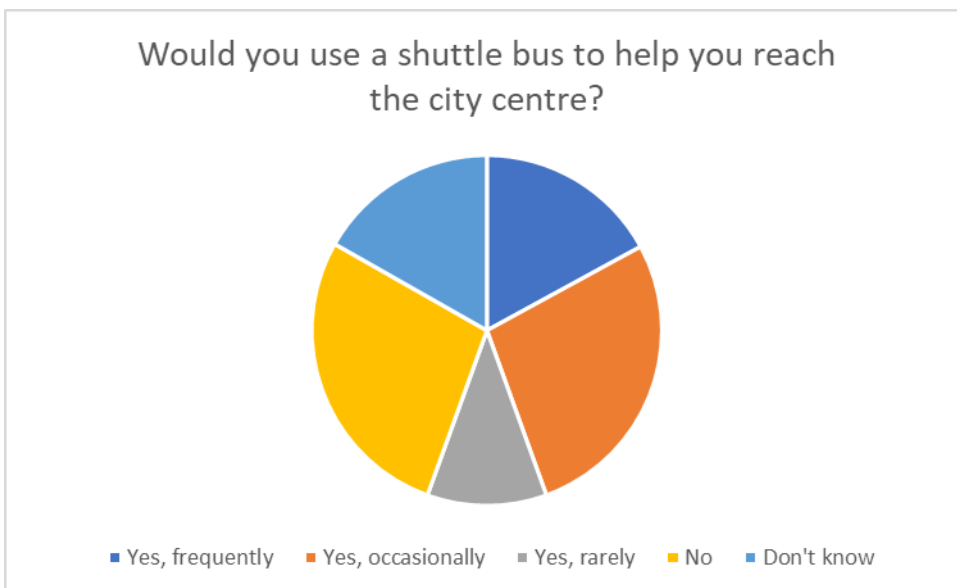
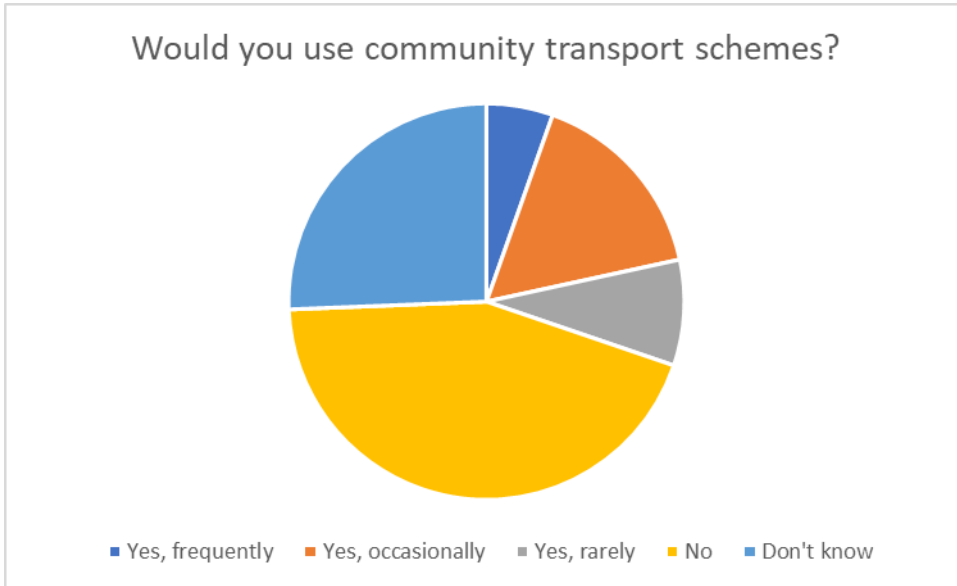
Do you agree with providing priority routes for buses and sustainable transport?



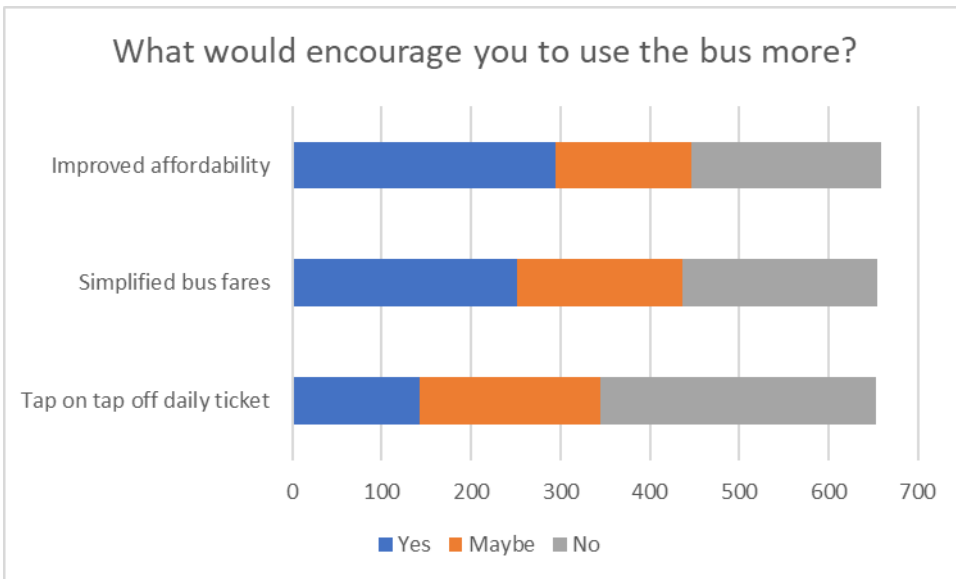
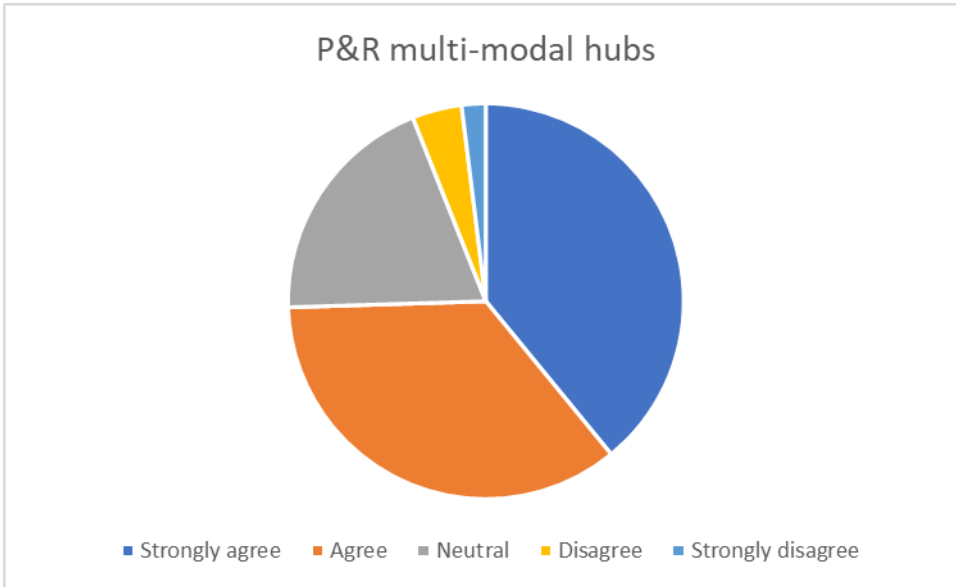
■ Strongly agree ■ Agree ■ Neutral ■ Disagree ■ Strongly disagree

Just over one quarter (217 of 718) of respondents said they would make use of a community transport scheme, with nearly two-thirds (397 of 715 respondents) saying they would use a city centre shuttle bus.

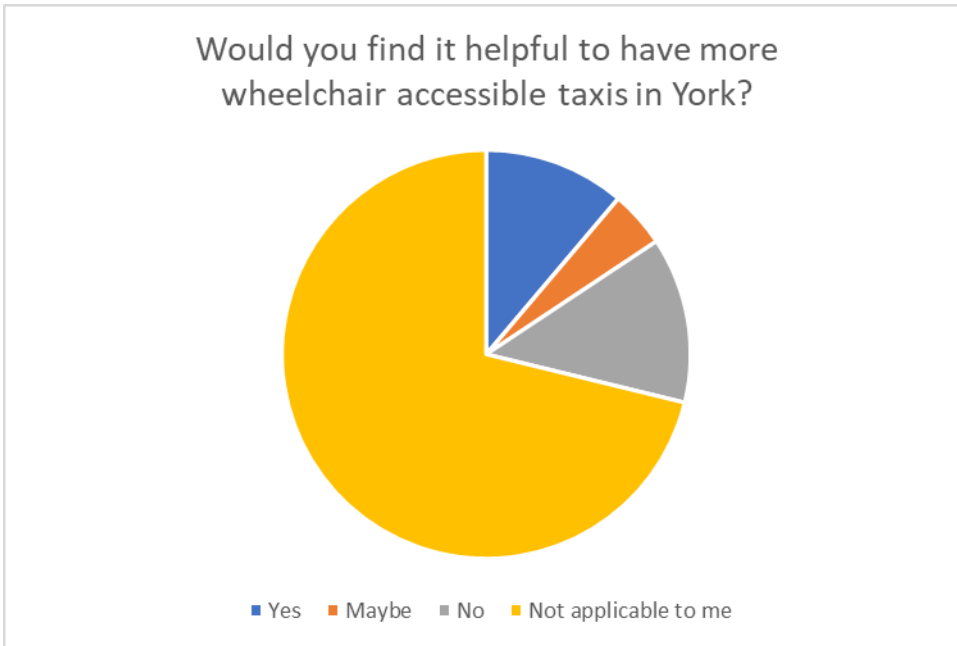
Further work on public transport options will be needed to assess the feasibility of these types of schemes in York.



75% of 714 respondents supported the principle of converting the current Park and Ride terminals into multi-modal hubs offering a wider range of transport services (e.g. access to longer distance buses, car sharing). Projects to do this are already being taken forward as part of York's Bus Service Improvement Plan programme.

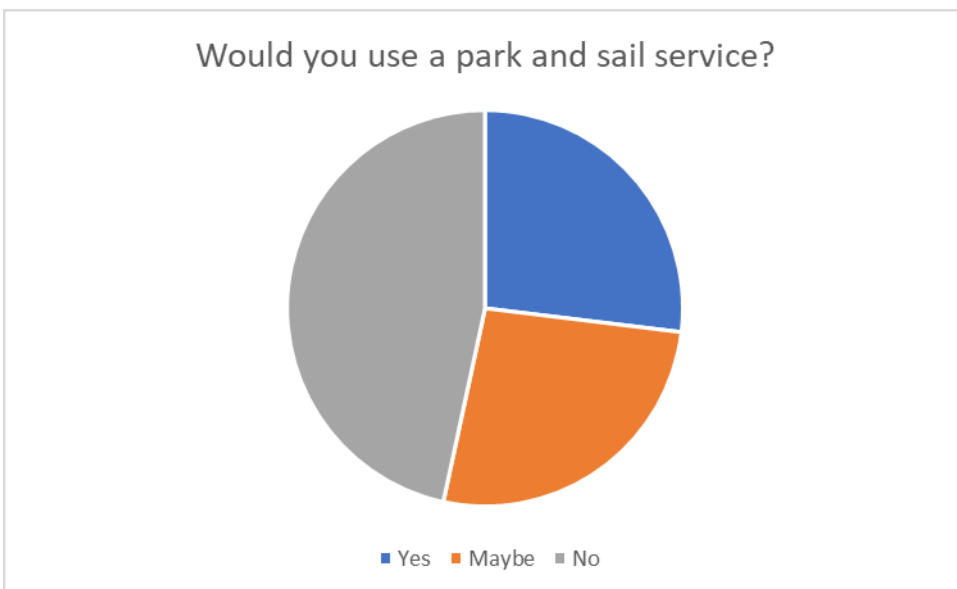


In terms of bus fare measures, respondents saw improving affordability of bus fares as being the measure most likely to encourage bus use, followed by simplifying fares.



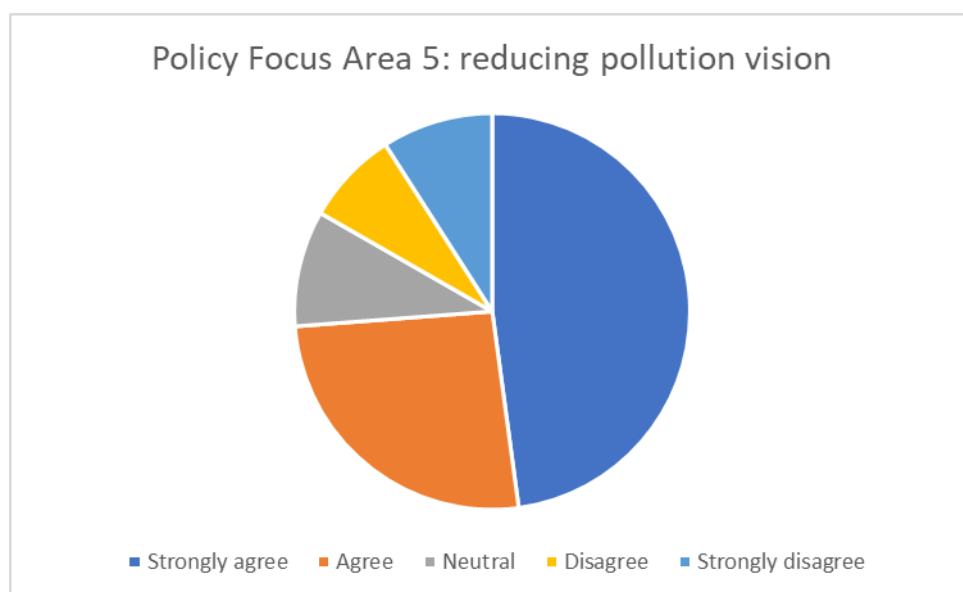
Amongst people who considered accessible taxis to be important to them, 39% said that they would find more wheelchair accessible taxis helpful, with 15% saying they “may” find it helpful. This will be explored more through the Council’s wider work on accessibility.

Just over one-quarter of 650 respondents said they would use a park and sail service, with nearly half saying they would not. This underscores that any such service would only be of use to those who do journeys which could also be undertaken on the River. Obviously, detailed work on viability of a park and sail service would have to take place before there was any commitment beyond the current Summer-only service which operates commercially to/ from Acaster Malbis.



7. Policy Focus Area 5: Safeguarding our environment

Policy focus area 5: Safeguarding our environment by cutting carbon, air pollution and noise - we will encourage the take-up of electric vehicles because they have no tailpipe emissions. However, we know that simply converting existing internal combustion-engine trips to electric vehicle trips will not be enough to meet Climate Change targets, reduce congestion, or improve air quality and health sufficiently. We must achieve reductions in the absolute number of car miles travelled too.

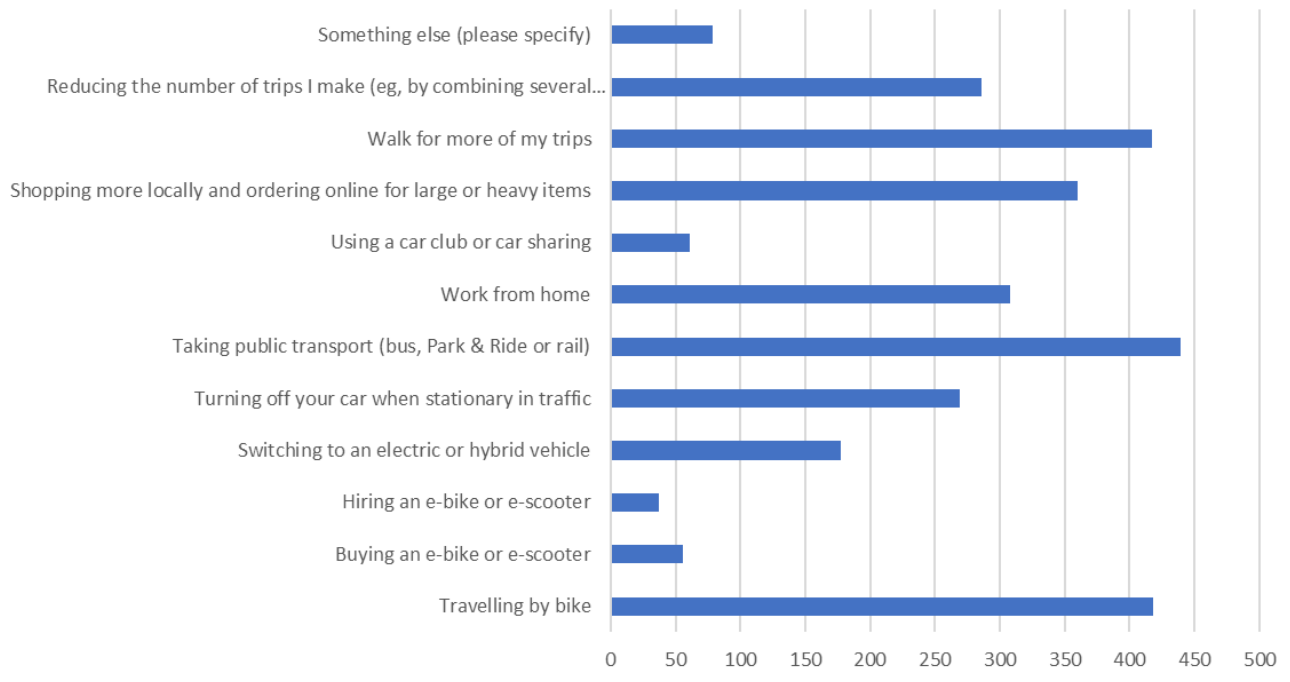


74% of respondents agreed with the vision, with 17% disagreeing with it. Whilst still a large majority in favour of the vision, this was the lowest level of agreement with any of the “visions” for York’s local transport and it is possible that respondents, whilst agreeing with the overall objective of safeguarding the environment, did not agree with the proposed change to electric vehicles or reducing distance driven. Achieving change in both of these areas will be critical to delivering York’s new Local Transport Strategy and additional engagement will be required with York residents to understand views around these subjects more generally.

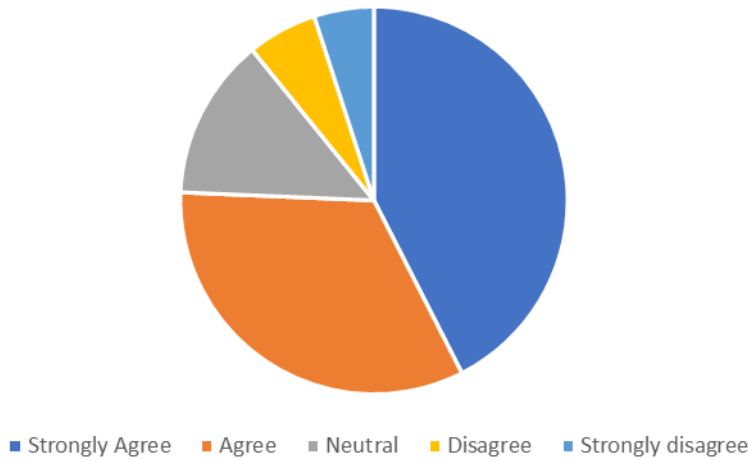
Respondents were asked what steps they could take to reduce congestion and pollution in York. The most popular steps proposed were “taking public transport more”, “walking for more of my trips”, “travelling by bike” and “shopping more locally and ordering online for large or heavy items”

Over three-quarters of 600 respondents agreed that public EV charging facilities should be expanded, and 59% of respondents thought that people should be encouraged to use EVs or hybrid vehicles. Changes to parking charges for EVs were seen as an important lever to encourage take-up.

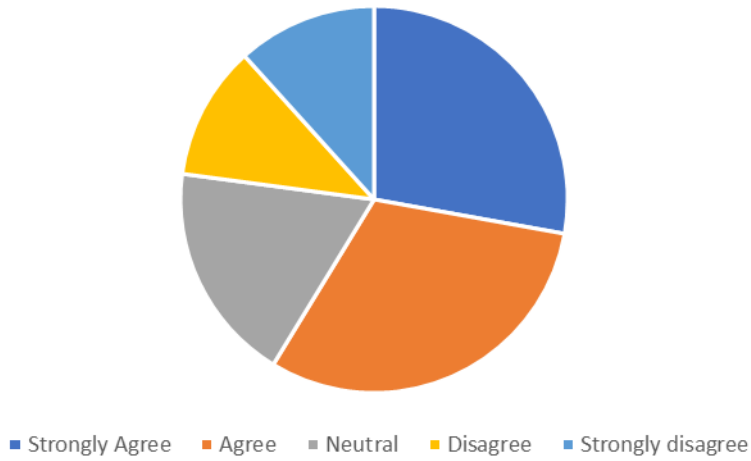
What steps: reduce congestion and pollution in York



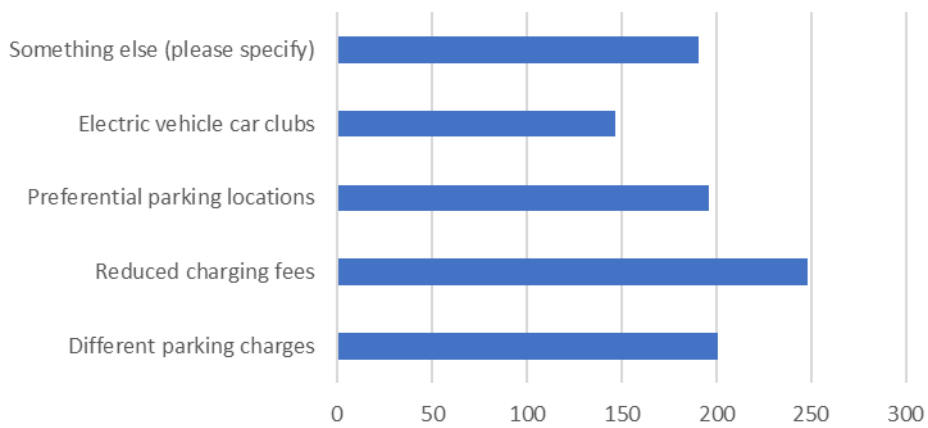
Agree public EV charging facilities



Agree encouraging people to use EVs

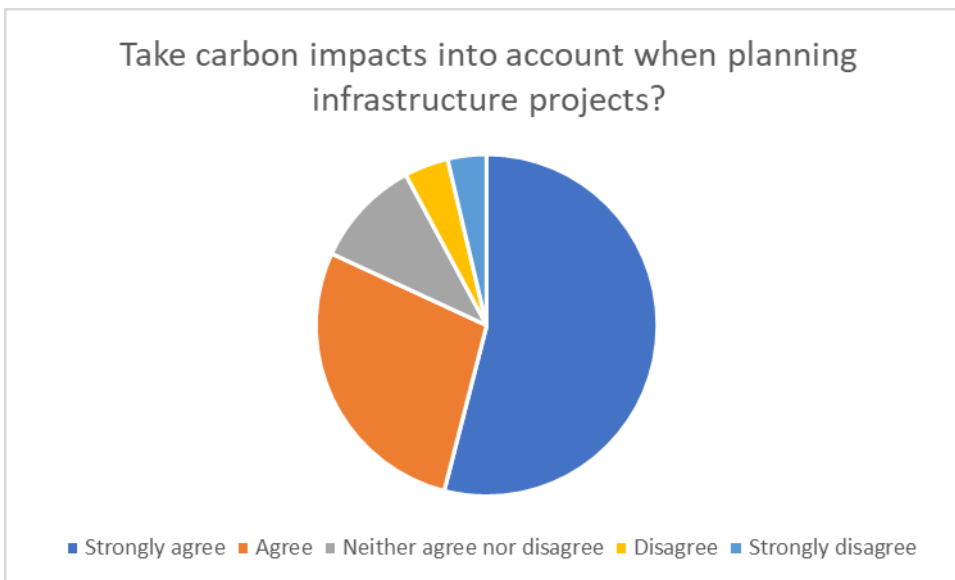
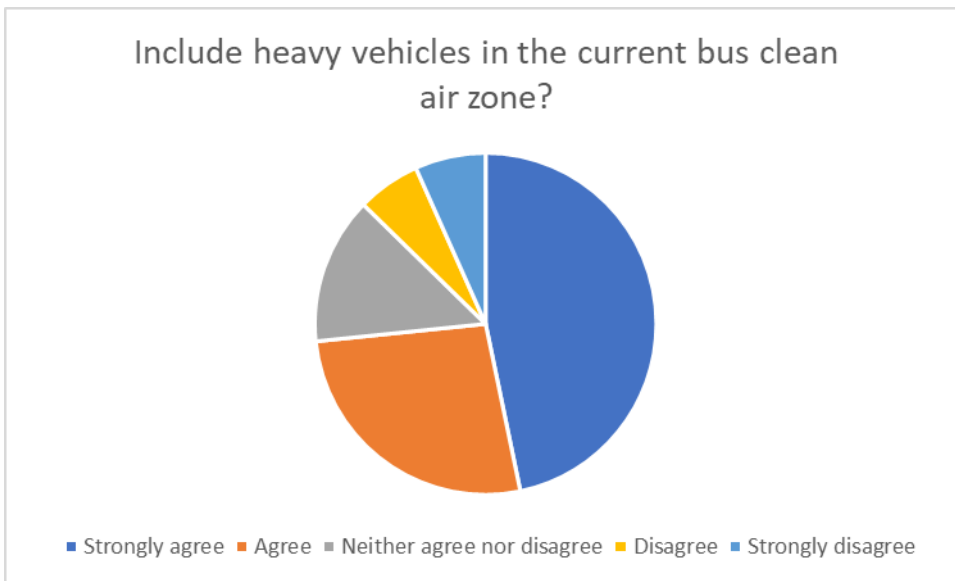


What would encourage you to use an electric or hybrid vehicle?

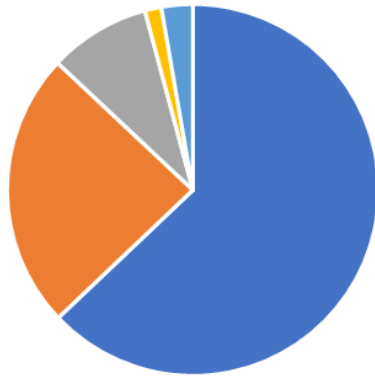


Nearly three-quarters of respondents thought that “heavy vehicles” (for example, heavy goods vehicles) should be included in the existing bus-only “clean air zone” on and inside York’s inner ring road. There was also overwhelming support amongst respondents for taking carbon impacts into account when planning new transport infrastructure, developing green infrastructure networks and that new developments in York should support environmental improvement.

80% of respondents agreed that tourists should use sustainable transport to travel around York, with only 3% of respondents opposing this. This will need to be explored in more depth in the Movement and Place Plan. This will also need to consider how to manage the impact of big tourist events (for example, the Christmas Markets or Races) on York’s transport networks. This came up regularly during face-to-face events.



Develop a green infrastructure network?



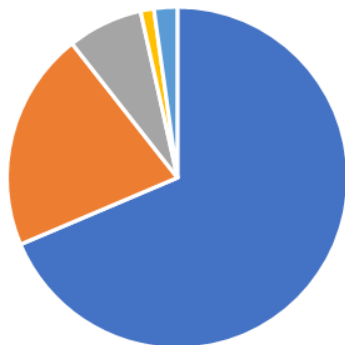
■ Strongly agree ■ Agree ■ Neither agree nor disagree ■ Disagree ■ Strongly disagree

New developments and infrastructure should support the environment?



■ Strongly agree ■ Agree ■ Neutral ■ Disagree ■ Strongly disagree

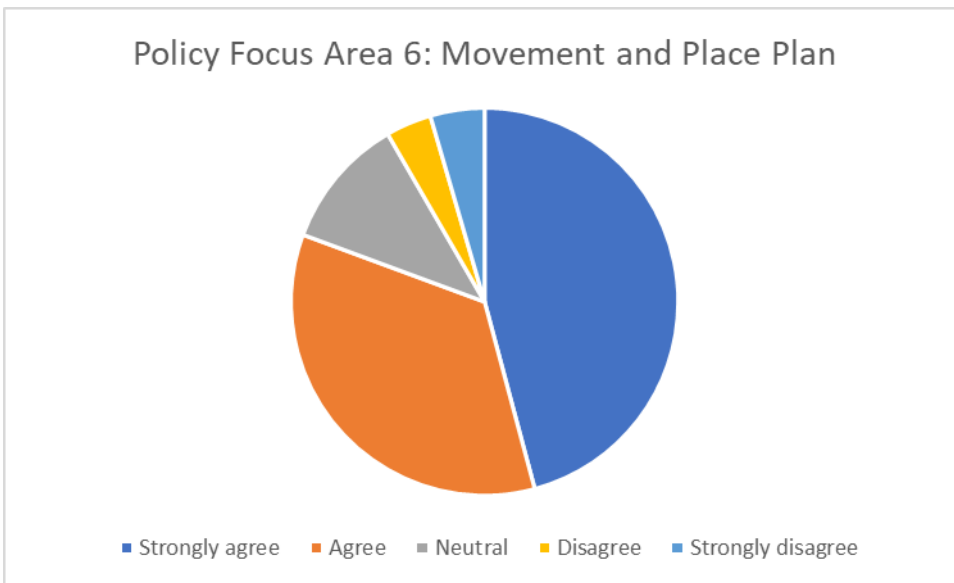
Visitors should use sustainable transport to travel around York



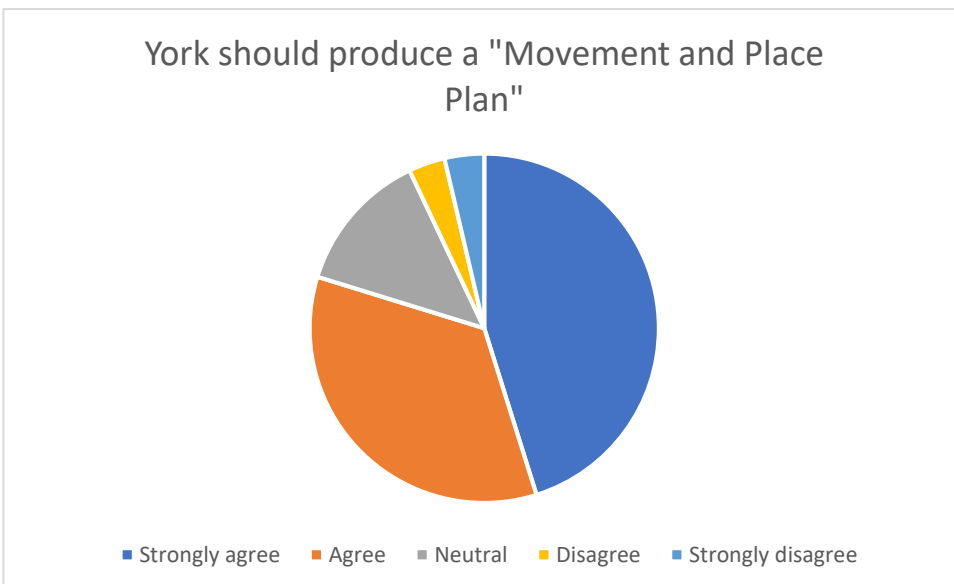
■ Strongly agree ■ Agree ■ Neutral ■ Disagree ■ Strongly disagree

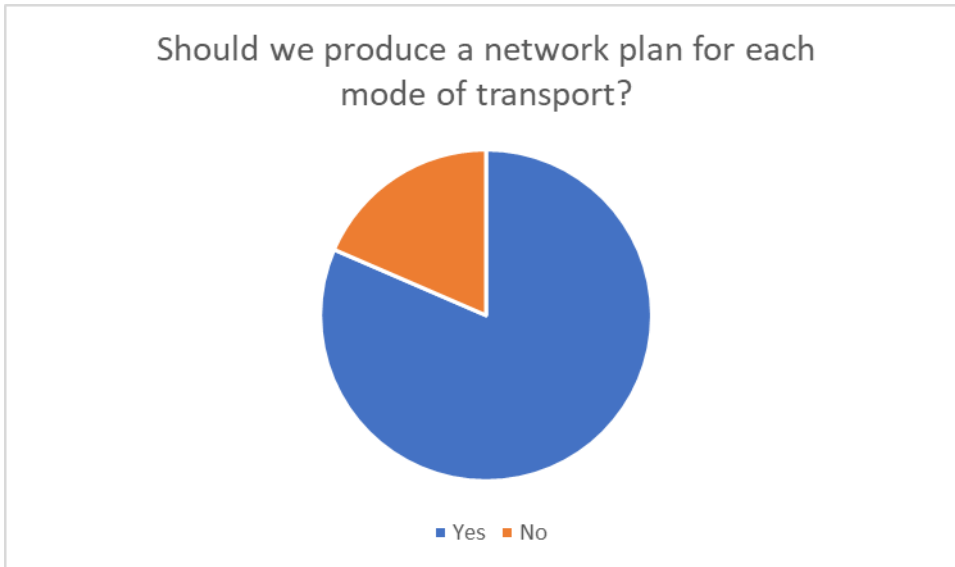
8. Policy Focus Area 6: Movement and Place Plan

Policy focus area 6: Manage the road network for Movement and Place – we will develop a Movement and Place Plan which reallocates road-space to create safe and connected networks for walking, wheeling, cycling, public transport, cars and freight for residents, businesses and visitors alike – helping deliver York’s economic and environmental strategies and draft Local Plan by making walking, wheeling and cycling more attractive and buses more reliable. The Movement and Place Plan will also identify how best to balance the needs of streets as travel corridors and as places where people live, shop, go to school and enjoy their leisure. It will facilitate all kinds of journey including trips to and from outside of the city, and will recognise York’s place in the wider region. A key to the Movement and Place Plan will be using York’s new traffic models to minimise congestion, along with new ways to manage and construct highways to minimise their environmental impacts and work with partners to deliver any required interventions and schemes.

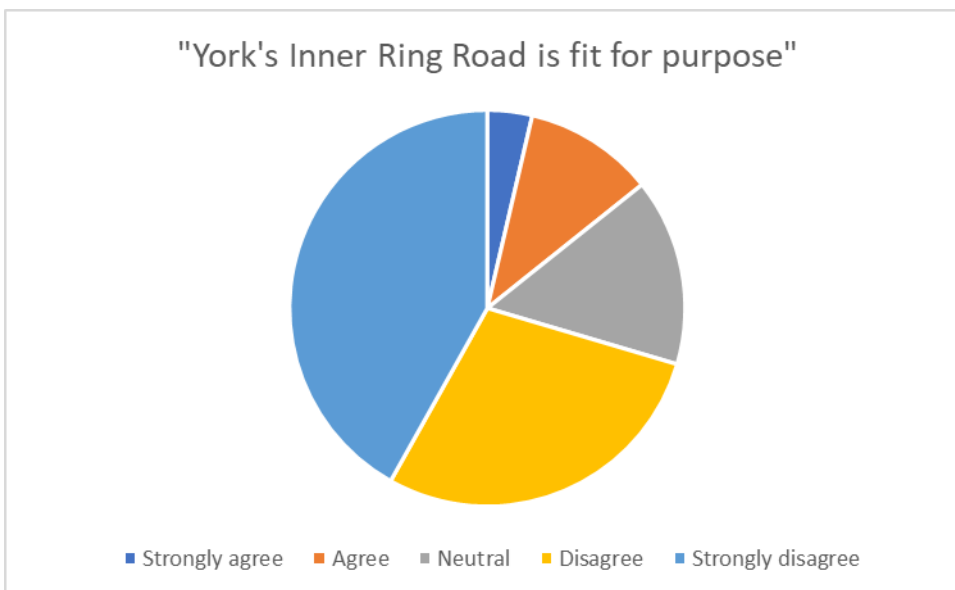


81% of respondents agree with the “Movement and Place” vision in Policy focus area 6 and 80% agreed, specifically, that York should produce a “Movement and Place Plan”, with only 7% of the 682 respondents opposing this. This clearly indicates that a large majority of respondents see developing a Movement and Place Plan as a priority.



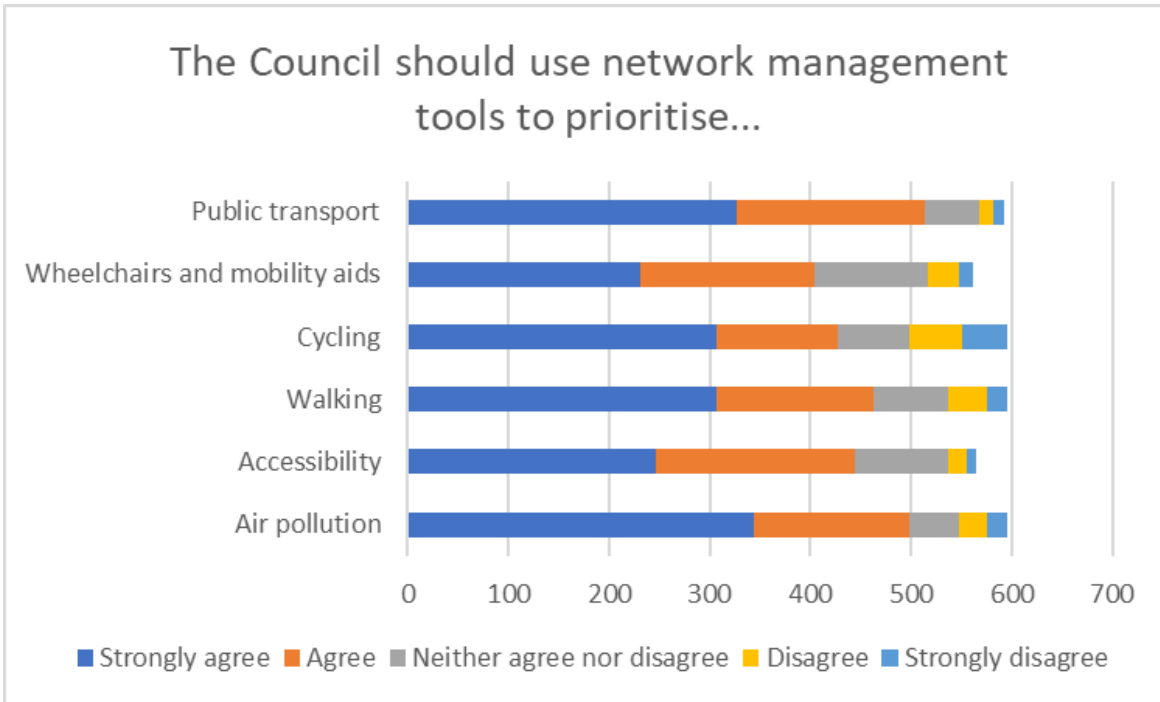


Over three-quarters of respondents said that York should produce a network plan for each mode of transport. This can be considered more in the emerging Local Cycling and Walking Infrastructure Plan and various pieces of work on the bus network, as well as the Key Route Network (of major roads) being produced with North Yorkshire Council for the new Mayoral Combined Authority.

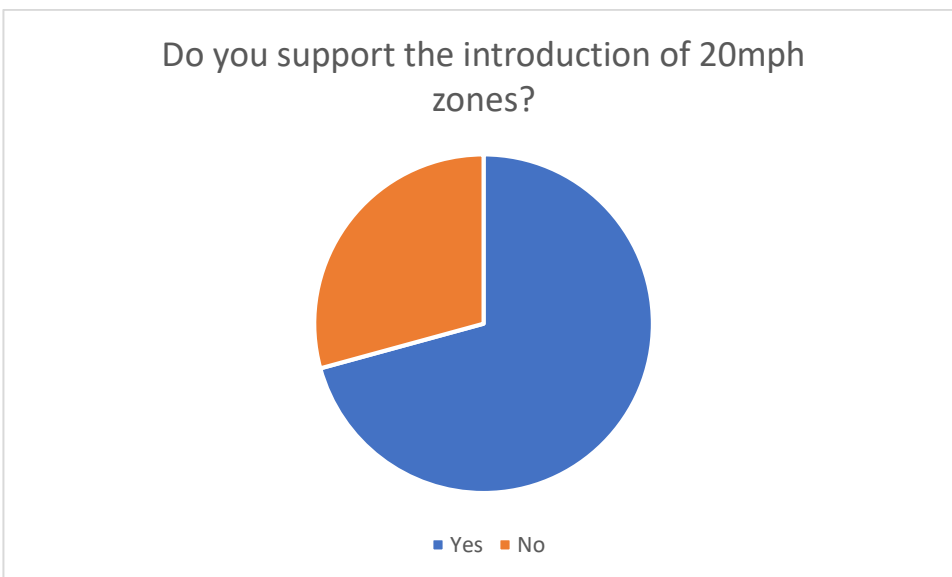


Only 15% of respondents agreed with the statement that York's Inner Ring Road is "fit for purpose", with 70% of respondents thinking it is not fit for purpose. Of course, there are multiple reasons why respondents may be saying York's Inner Ring Road is not fit for purpose – it could be because of perceived congestion, unreliable public transport, unsafe active mode journeys or poor amenity, unacceptable levels of air and noise pollution or traffic intruding into historic areas of the city. It is possible that many respondents are seeing the Inner Ring Road as failing in several of these areas. The Movement and Place Plan will undertake more engagement to improve understanding in this area.

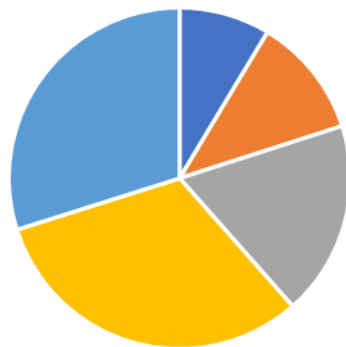
Respondents also said they wanted the Council to use the various network management tools at their disposal to achieve sustainable transport objectives, particularly prioritising sustainable modes and reducing air pollution.



71% of 588 respondents to the question supported the introduction of 20mph zones as “a default speed limit through residential areas, near schools, in villages and at retail areas and parks to make the area safer for road users”, with 29% of respondents not supporting this.

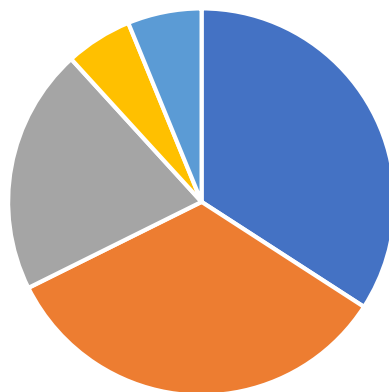


The council minimises disruption whilst maintaining highways



■ Strongly agree ■ Agree ■ Neither agree nor disagree ■ Disagree ■ Strongly disagree

The Council should adopt "decide and provide"



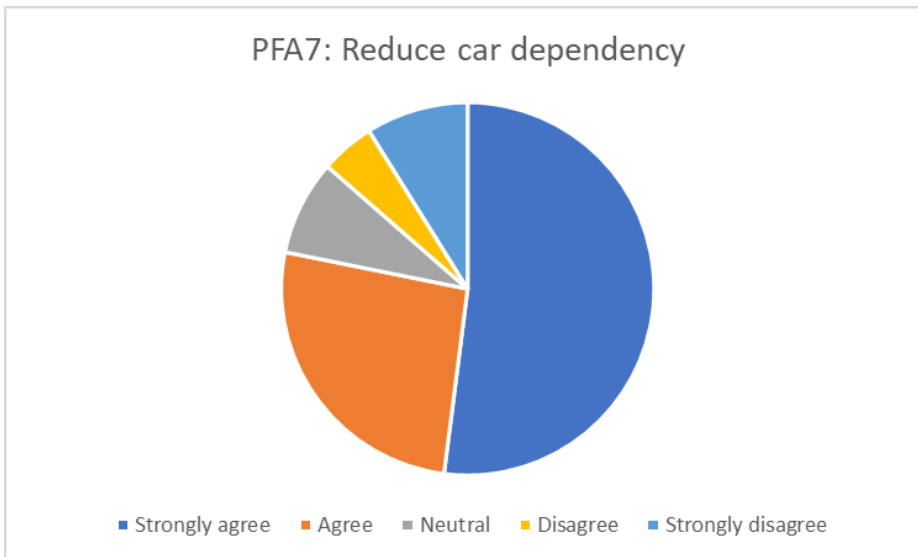
■ Strongly agree ■ Agree ■ Neither agree nor disagree ■ Disagree ■ Strongly disagree

Only 20% of respondents thought the Council were “currently maintaining our highways while minimising disruption and delays” with many people disagreeing with this. It is worth pointing out that there are many reasons why respondents may be of this view – including thinking the council were not effectively maintaining highways (earlier questions showing that satisfaction with highway and pavement surfaces is low). The response may also have been influenced by recent large-scale roadworks on, amongst others, Tadcaster Road. However, it does highlight the need to consider how roadworks are managed in future – particularly because a change of transport strategy for York could imply large scale roadworks as new highways interventions (for example, segregated cycle lanes) are introduced.

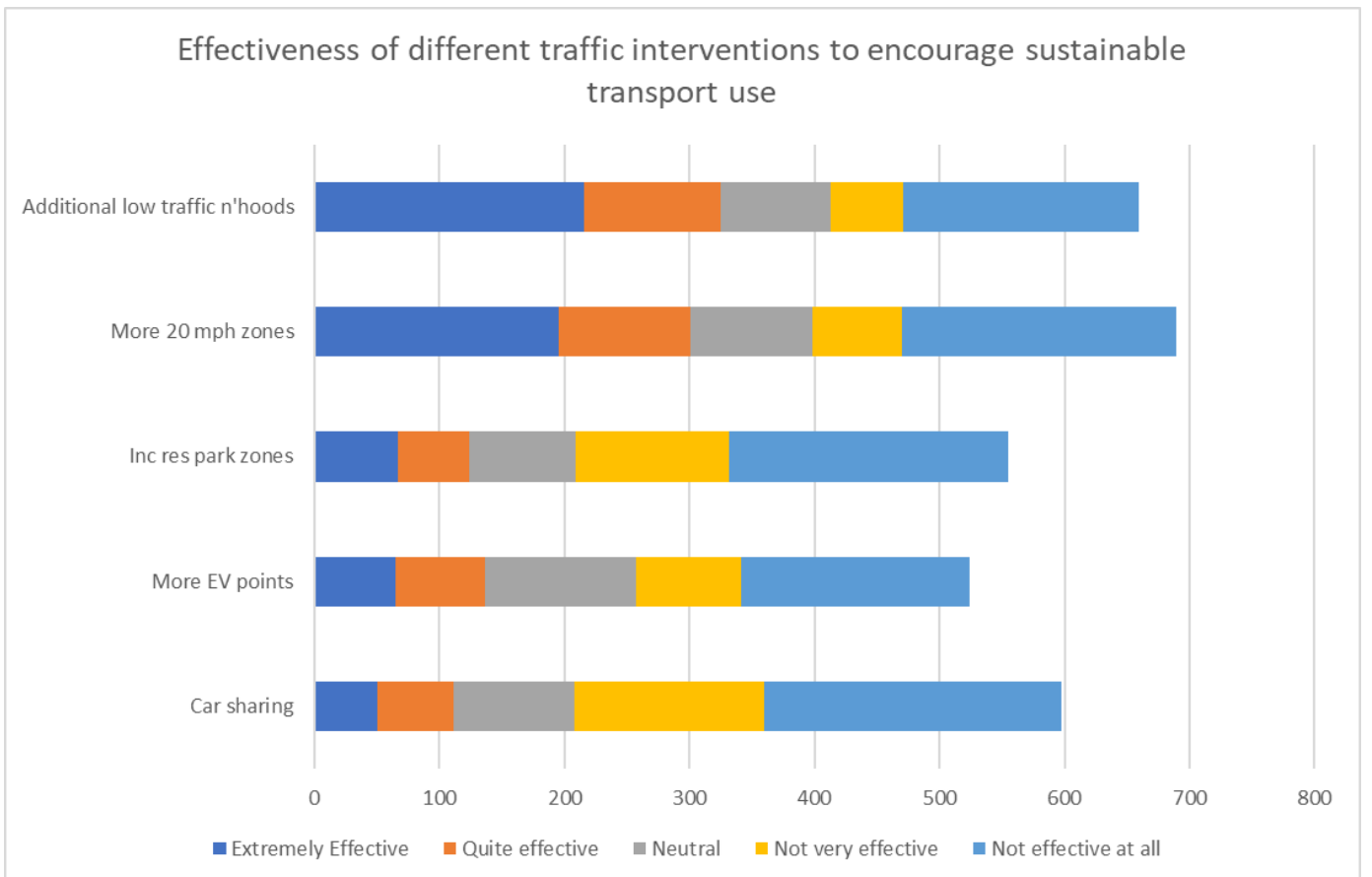
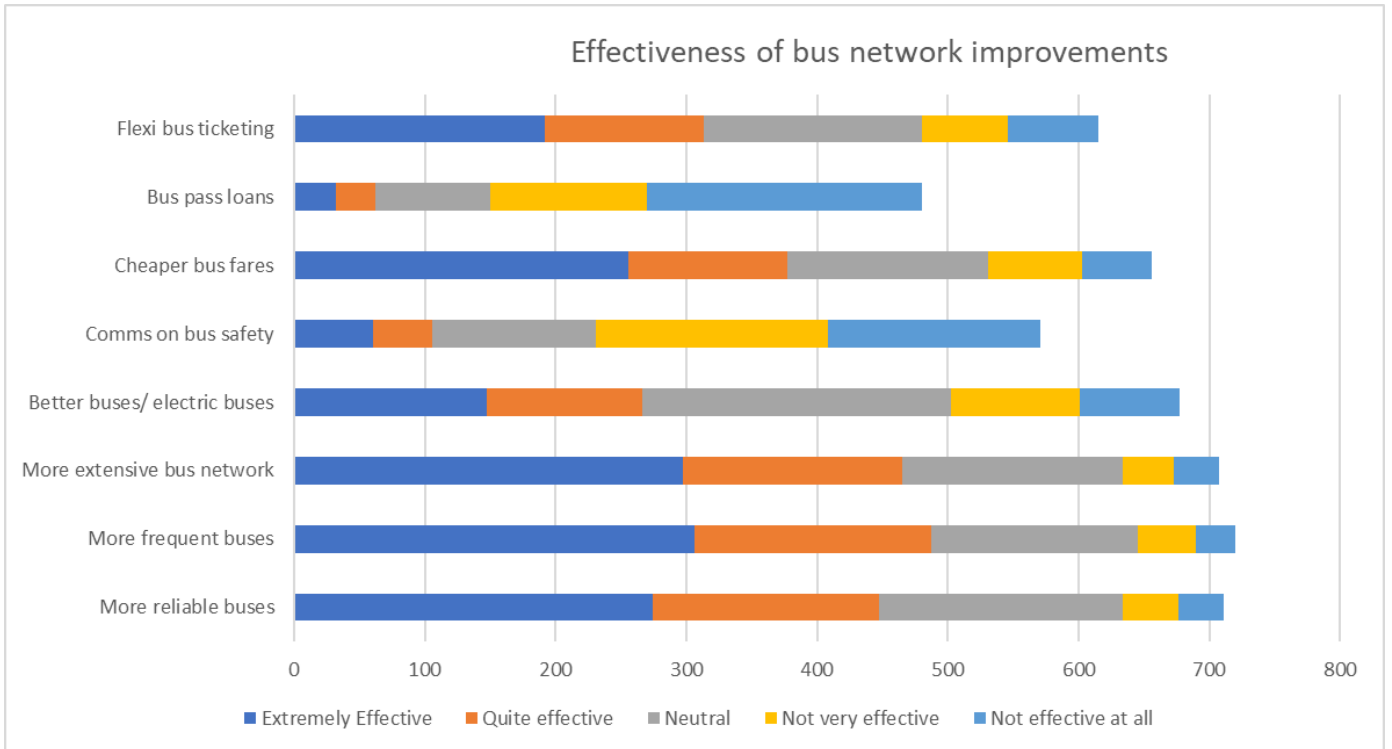
As in Section 3, a majority of respondents agreed with adopting a “decide and provide” methodology for new transport infrastructure and developments.

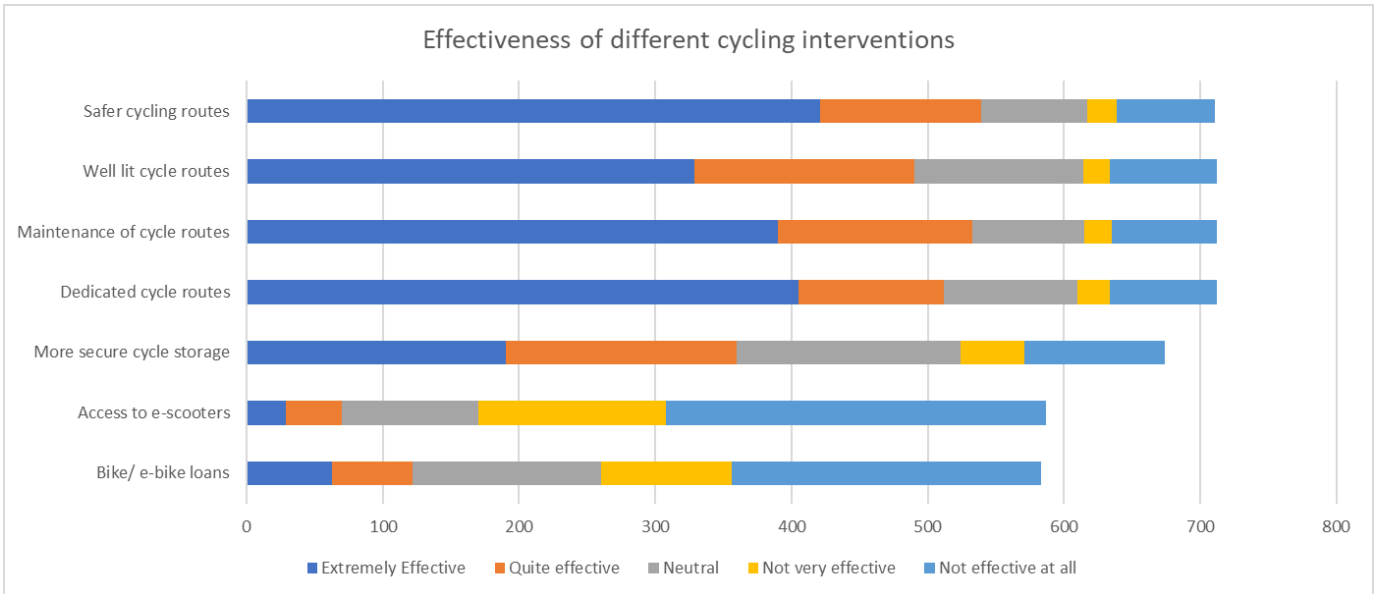
9. PFA7: Reduce car dependency

Policy focus area 7: Reduce car dependency - we will provide safe and comprehensive networks so that alternatives to the car are the obvious choice for a growing proportion of transport users, whilst enabling those who have to use motorised vehicles to get about more easily. We will manage parking to provide access for shops and business, while discouraging car use for journeys which could be made by sustainable modes. New developments will be planned so that active travel and public transport are the obvious choice. We will also promote behavioural change by supporting people as they switch travel modes, for example, through travel planning. Together these changes will reduce the number of miles travelled on York's roads by at least 20% by 2030.

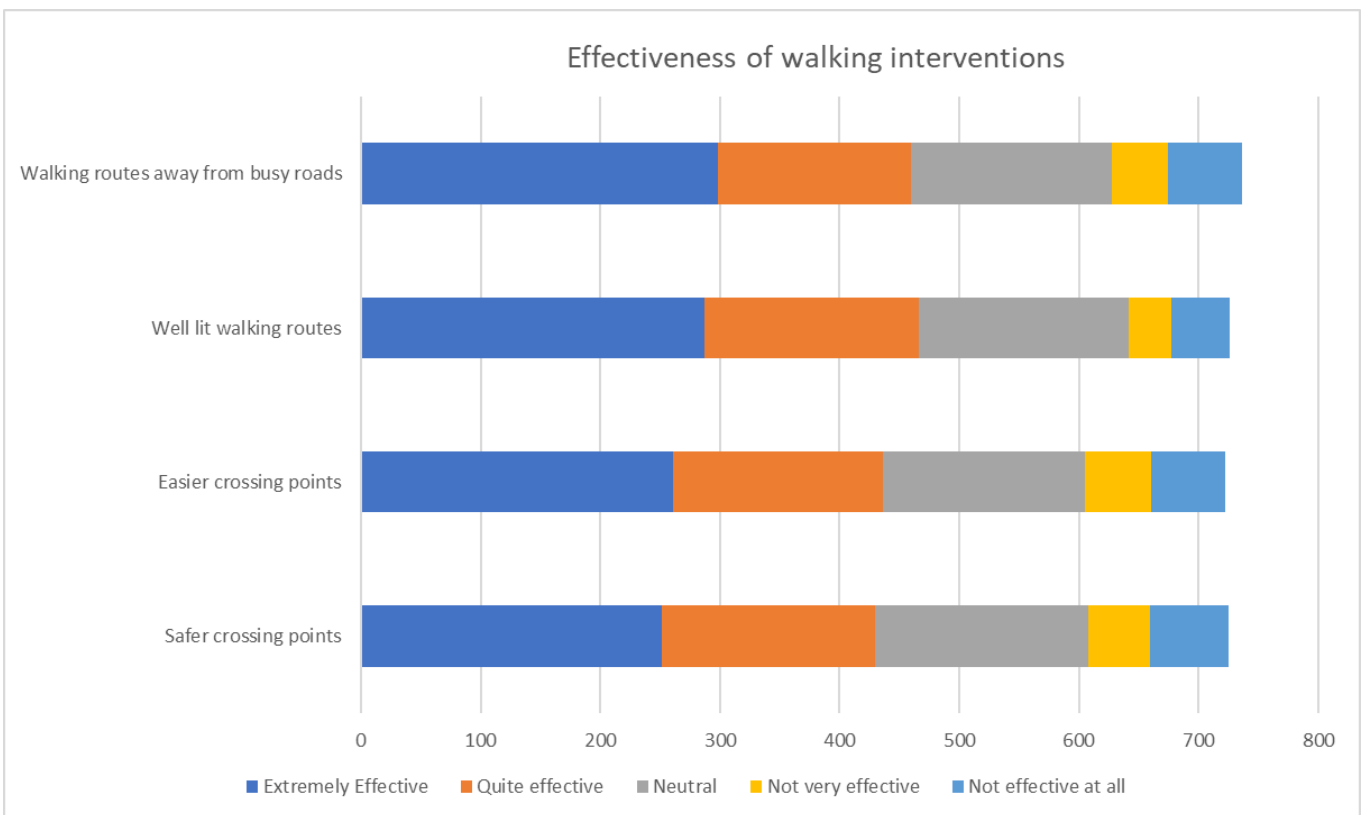


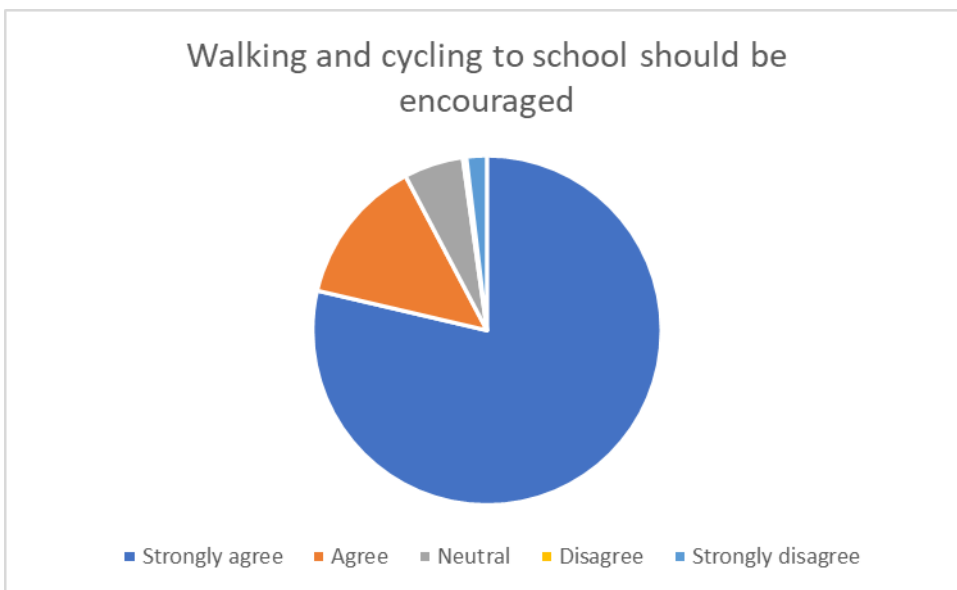
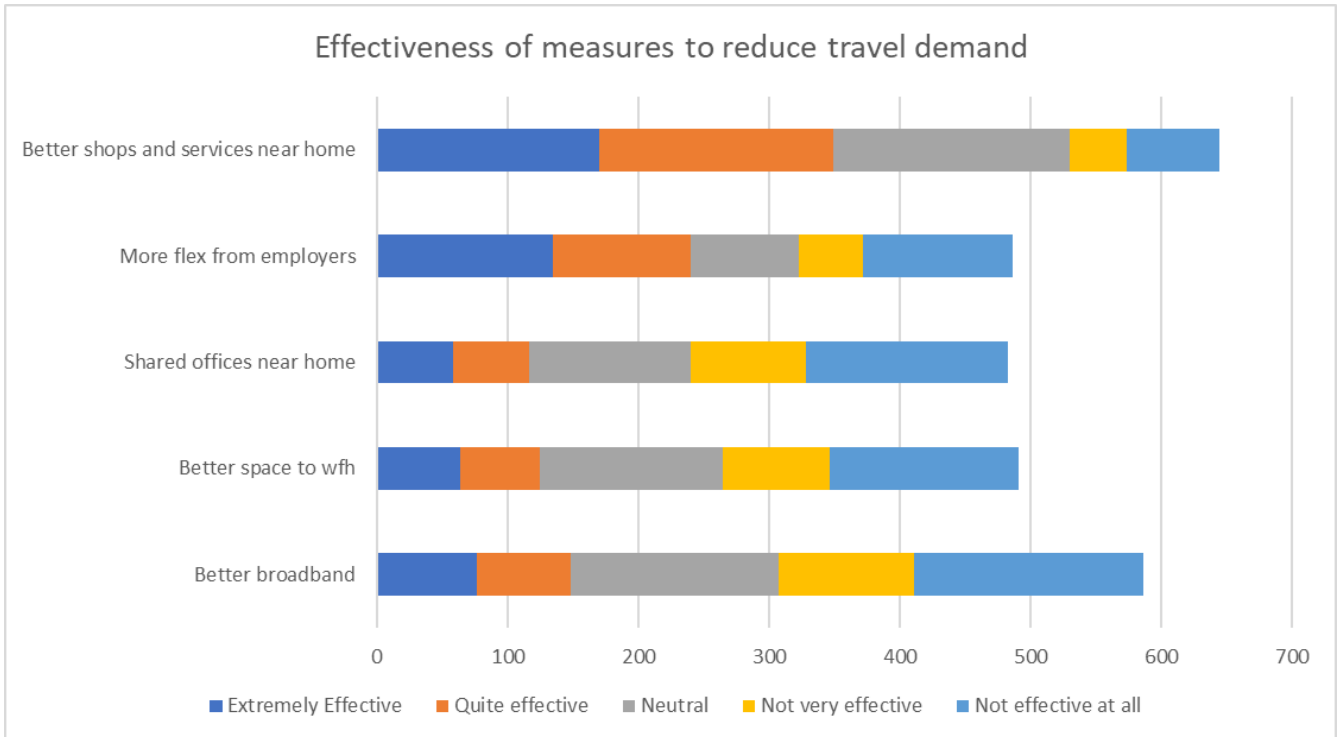
78% of 788 respondents agreed with the vision to “reduce car dependency” with only 14% opposing it. As the vision includes a commitment to reduce mileage driven on York's roads by 20%, support of the vision can be seen as an acceptance of that target by the respondent group, which includes large numbers of drivers (see Section 2 of this report).

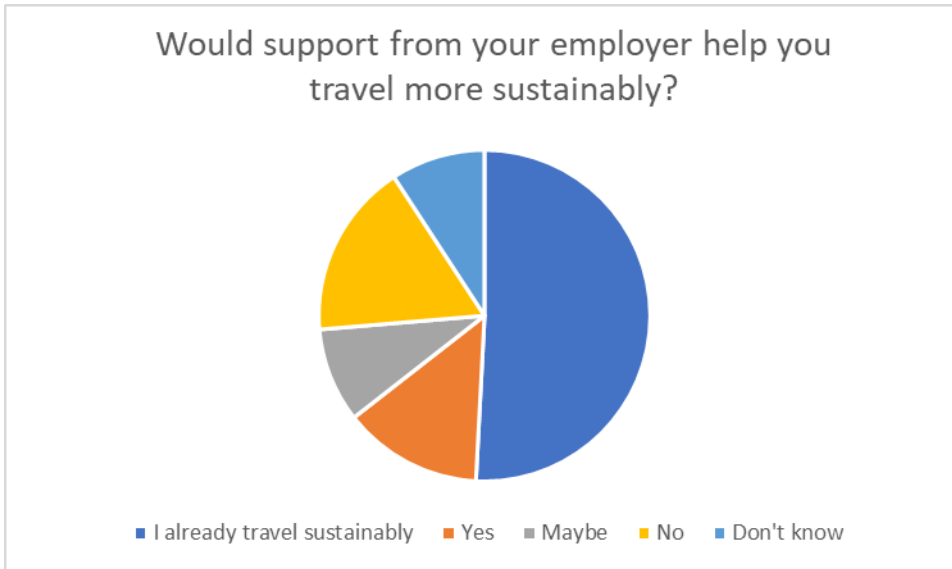




Potential interventions to reduce car dependency were considered. Amongst respondents the most popular bus improvements were seen to be better/ cheaper ticketing, more extensive bus routes and more frequent/ reliable buses; for traffic interventions more low traffic neighbourhoods and 20mph zones were seen as important; pro-cycling interventions were safer/ dedicated/ better lit/ better maintained cycle routes with pro-pedestrian interventions being routes away from main roads (and better lit). Better shops and local services, and flexibility from employers about working from home were seen as crucial in reducing overall demand for travel.



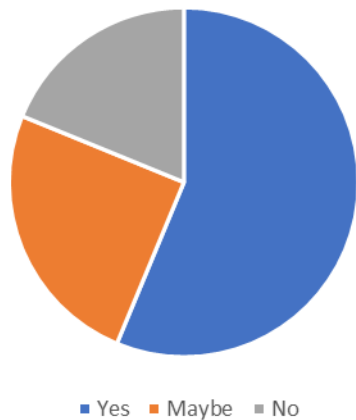




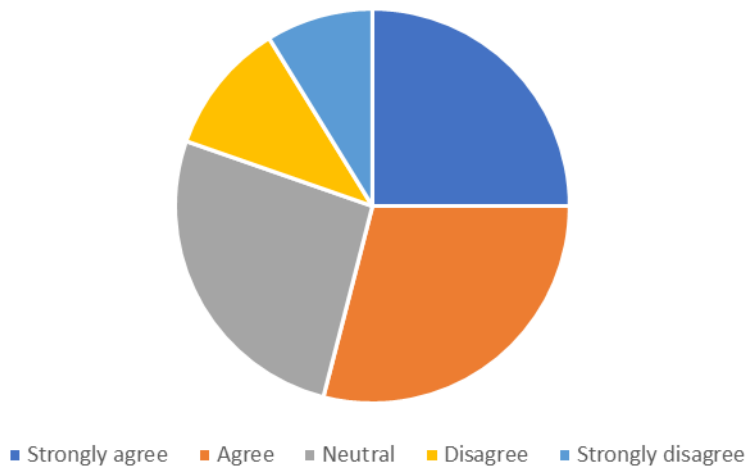
Respondents were keen that walking and cycling to school should be encouraged. Whilst there are many reasons why active travel to school is beneficial, it should be remembered that journeys by vulnerable road users such as children may need supporting measures to enable them, such as better walking and cycling infrastructure, reduced speed limits on the journey to school, secure cycle parking at schools and so on.

Respondents did not see support from their employer as being critical to their adoption of more sustainable travel habits, although over half (276 of 543 respondents to this question) considered that they were already travelling sustainably.

Would you support more campaign work to encourage people to travel sustainably?



Car share and car clubs should be promoted?



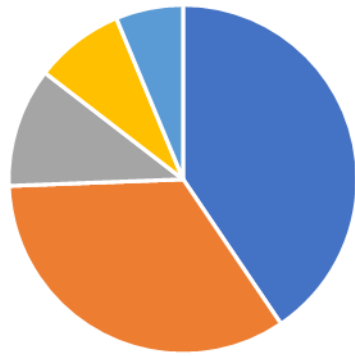
56% of 558 respondents said they would support more campaign work to encourage people to travel more sustainably, with only 19% of respondents not supporting this. 54% of 524 respondents agreed that car clubs within 500m of where people live should be supported, with only 20% opposing this.

75% of 543 respondents (overleaf) agreed that CYC should develop a parking strategy to encourage people to use park and ride, bus, rail and active modes, with only 14% of respondents opposing it.

47% of 491 respondents agreed that residents parking schemes should be extended to new areas, with 27% of respondents disagreeing. This measure was much commented on during face-to-face sessions and will need to be explored in further engagement in the Movement and Place Plan.

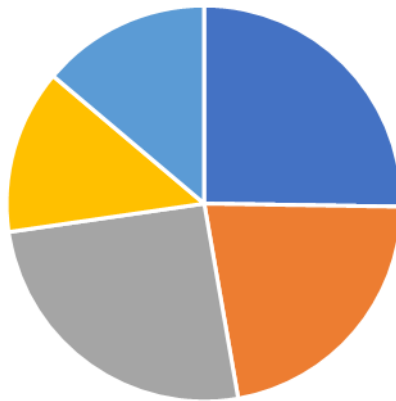
Respondents also agreed that parking standards for new developments should discourage car use. This will need to be explored in the Supplementary Planning Document on transport and new development.

Parking strategy to encourage park and ride, bus, rail and active travel use



■ Strongly agree ■ Agree ■ Neutral ■ Disagree ■ Strongly disagree

Respark should be extended to cover new areas



■ Strongly agree ■ Agree ■ Neutral ■ Disagree ■ Strongly disagree

Parking standards for new developments should discourage car use



■ Strongly agree ■ Agree ■ Neutral ■ Disagree ■ Strongly disagree

Where do you find out about travel options at the moment?

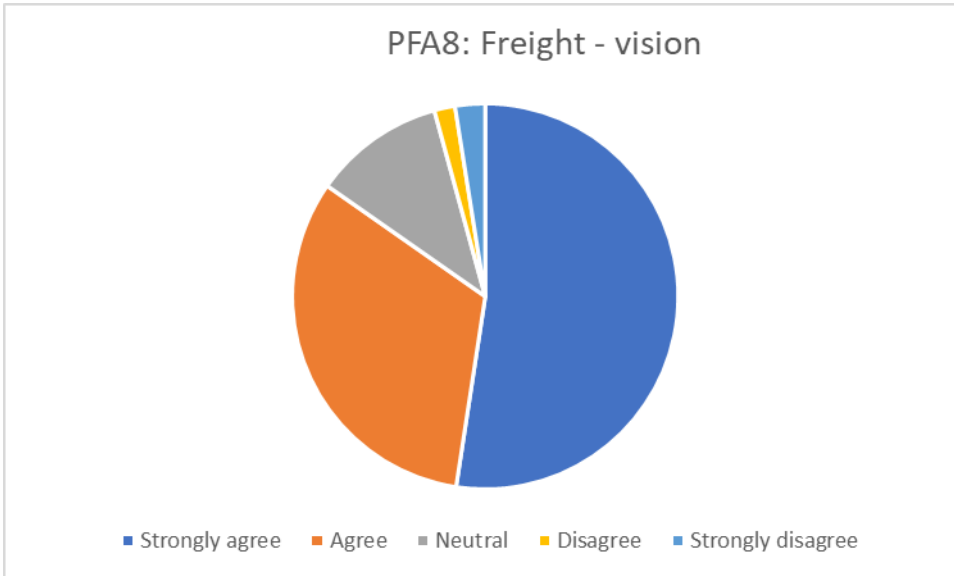


■ Online ■ Print ■ App ■ Stations ■ Bus stops

A final question in this section asked respondents where they find out about travel options. Most respondents revealed that they found out online, with many also using apps. The most used offline method of finding out travel information was “bus stops”.

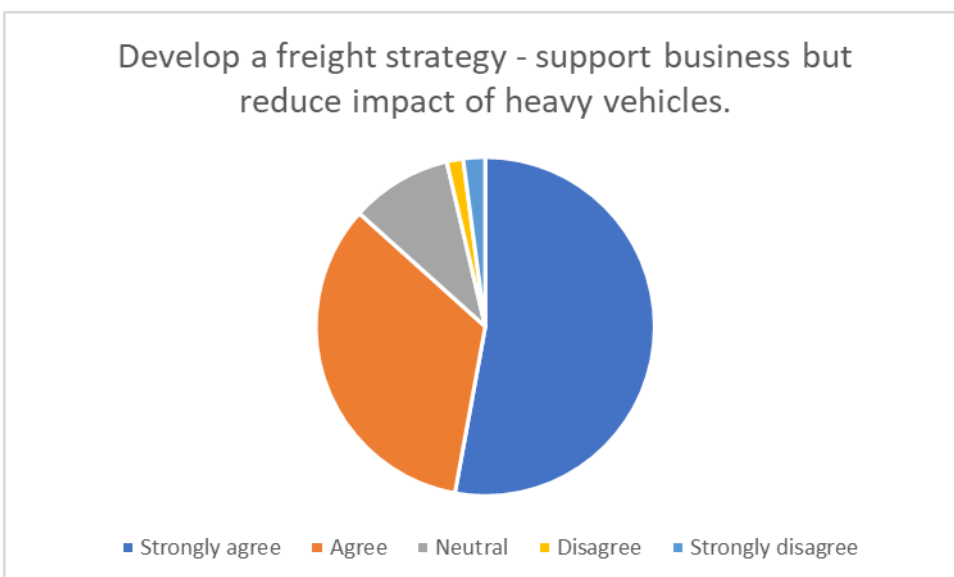
10. Policy Focus Area 8: Freight

Policy focus area 8: Improving freight & logistics - so that York’s businesses have efficient access for their supplies, goods and services, while at the same time reducing the impact of heavy lorries and light goods vehicles on carbon emissions, air pollution, safety and damage to heritage.

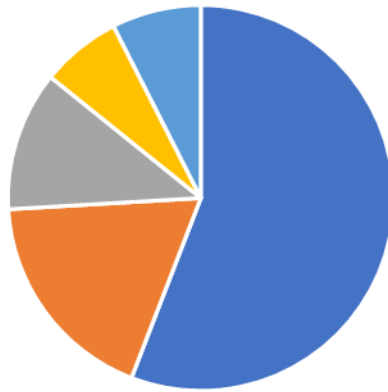


The freight vision was agreed with by 84% of 517 respondents. Other questions to reduce impact of freight movements on York, increase use of cargo bikes and develop clearer freight networks were also supported.

There will be a need to engage further, including with businesses and the freight/ logistics industry, to form a view about what measures can be taken forward successfully. This will need to form part of the Movement and Place Plan engagement. However, there is clear support in the responses for developing a freight strategy which manages freight movements in York more effectively.

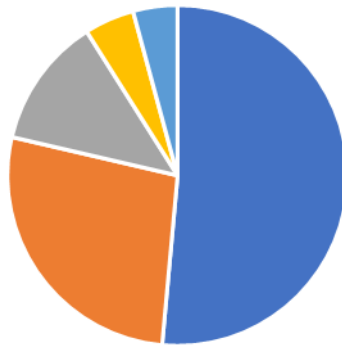


Support use of cargo bikes?



■ Strongly agree ■ Agree ■ Neutral ■ Disagree ■ Strongly disagree

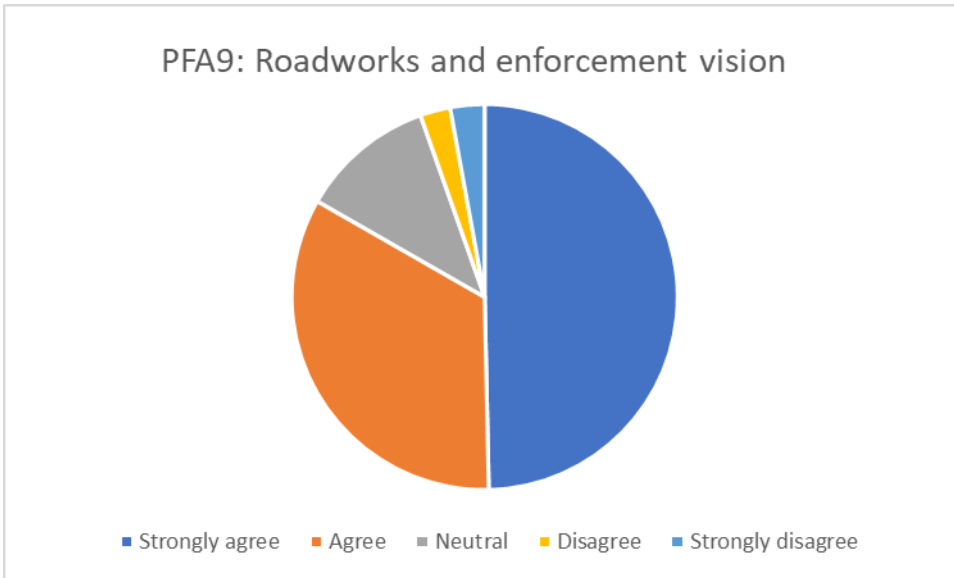
Develop a network for vehicles of 7.5t or more to reduce impact on narrow and residential streets



■ Strongly agree ■ Agree ■ Neutral ■ Disagree ■ Strongly disagree

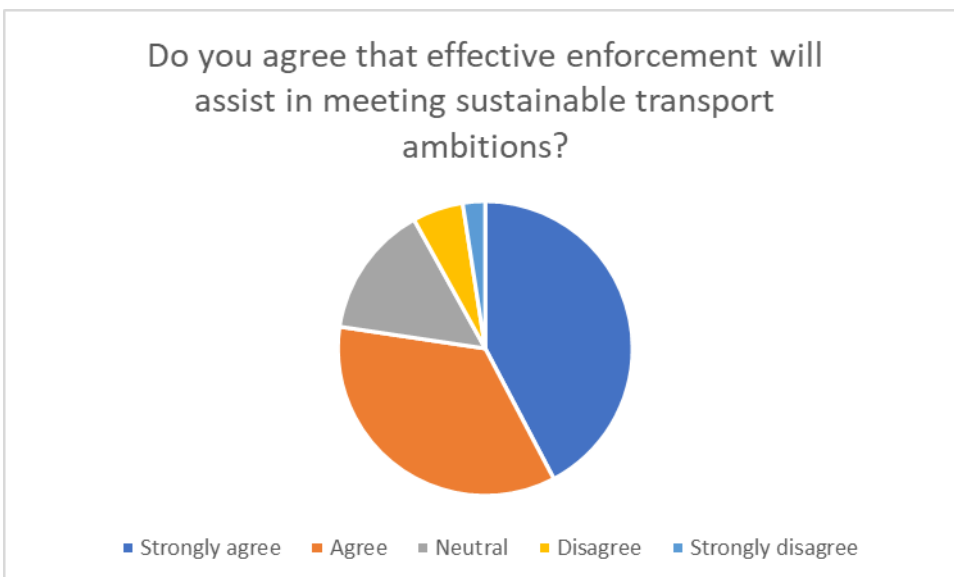
11. Policy Focus Area 9: Effective maintenance and enforcement and management of streetworks

Policy Focus Area 9: Effective maintenance and enforcement and management of streetworks – so that the condition of York’s transport networks enables the transition to greater use of sustainable transport. Enforcement of traffic rules and effective management of street-works will be a key tool in achieving our stated objectives.



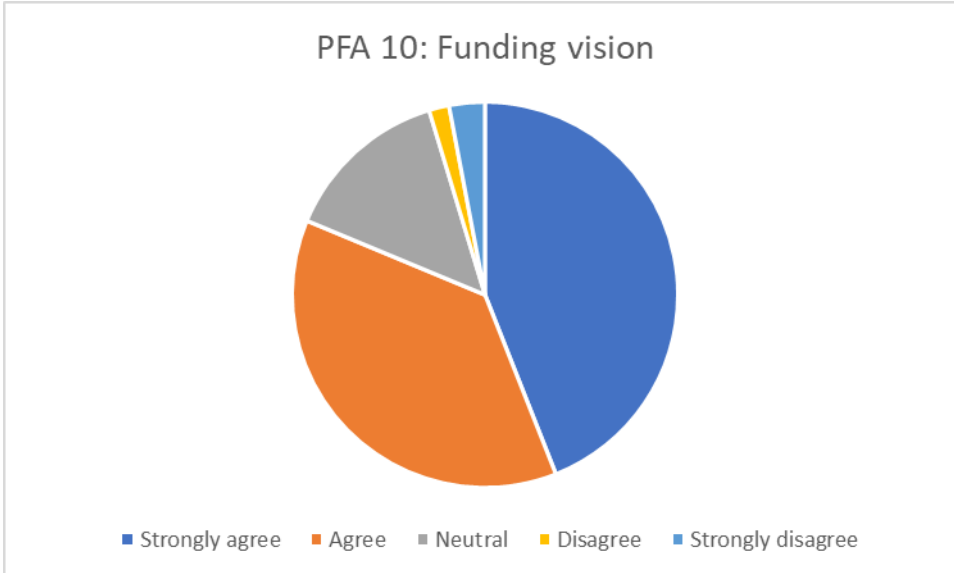
84% of 592 respondents agreed with the “Effective maintenance and enforcement and management of streetworks” vision, with only 6% not agreeing with it. This should be considered alongside the assessment that CYC is not “currently maintaining our highways while minimising disruption and delays” as expressed under Policy Focus Area 6.

Over three-quarters of respondents agreed that effective enforcement would assist in meeting York’s sustainable transport ambitions.



12. Policy Focus Area 10 Monitoring the transport network and financing the changes

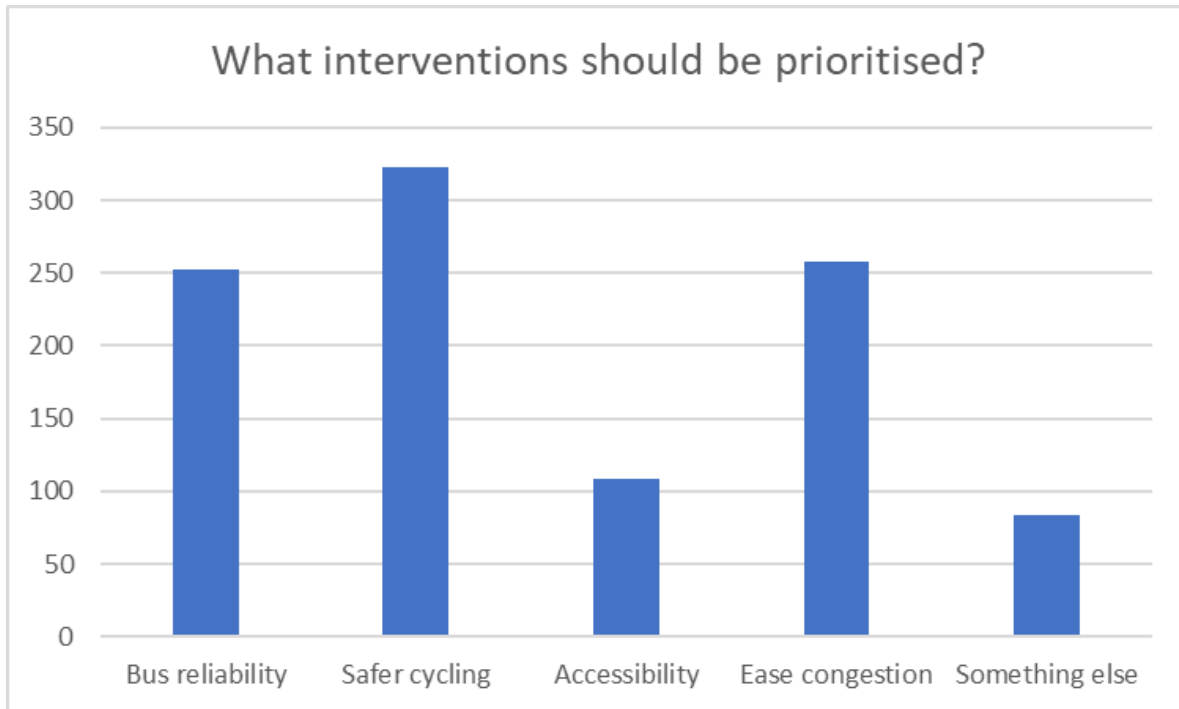
Policy Focus Area 10 – Monitoring the transport network and financing the changes – so that the effectiveness of our policies can be monitored, and funding attracted to deliver York’s new transport strategy as effectively as possible.



81% of 534 respondents agreed with the Monitoring/ Funding vision, with 295 respondents saying they would be willing to join a transport focus group (to help develop transport policy).



The final question (before collection of demographic information) asked respondents what interventions they thought should be prioritised in York. Most popular were schemes to make cycling safer, followed by schemes to “ease congestion” and improve bus reliability.



Our Big Transport Conversation

Overview

Between November 2023 and early February 2024, we held a significant public consultation looking at 10 policies to deliver a more sustainable future for York's transport. The consultation is now closed. We are now analysing all the on- and off-line responses and will report on our findings; a summary will be presented to the March Council Executive meeting. We're grateful to everyone who took the time to comment, including those we met in schools, libraries, activity sessions, accessibility groups, and at our drop-in events.

Why your views matter

York needs to prepare a new Local Transport Plan by summer 2024. This consultation will help us write that plan and pave the way to work with the new mayor of the incoming York and North Yorkshire Combined Authority. Once our plan is complete, we will then put our case to government and seek funding for the improvements we want to make in the decades to come.

We also have a new [Council Plan for 2023 to 2027](https://www.york.gov.uk/CouncilPlan) <<https://www.york.gov.uk/CouncilPlan>> (this link opens in a new window), which sets out our vision to make the city of York a healthier, fairer, more affordable, more sustainable and more accessible place, where everyone feels valued, creating more regional opportunities to help today's residents and benefit future generations. Transport has a vital role to play in delivering this vision.

We have also set ambitious targets to tackle climate change, including reducing carbon emissions from transport by 71% and reducing the number of miles travelled by car by 20% by 2030. This will not happen overnight and we know that first, we need to make changes and improvements so that walking, cycling or taking the bus are reliable, practical and attractive options.

The proposals in this consultation have been developed by elected councillors and we are now keen to hear your views. There are ten policy areas which we believe will help us deliver our ambitions for transport:

Accessibility - so that everyone can access the areas and facilities they need and want

Improving walking, wheeling and cycling - so that these become real alternatives to driving a car

Shaping healthy places - offering a range of ways to move around and using the opportunity to provide better places for us to live, work and visit

Improving public transport – upgrading and improving our bus and rail services

Safeguarding the environment by cutting carbon, air pollution and noise - meeting climate change targets and improving the health of the city

Create a Movement and Place plan - creating safe, connected transport networks for residents, businesses and visitors

Reduce car dependency- supporting people to change how they travel, and encourage those who can, to reduce their journeys by car

Improving freight and logistics - creating efficient access for businesses while reducing the impact of heavy vehicles

Effective maintenance and enforcement - so that people choosing sustainable travel are safe, and that cycling, walking and wheeling routes are well maintained

Monitoring the transport network and financing the changes - to ensure the effectiveness of our policies and attract funding to deliver York's new transport strategy as effectively as possible

Please share your views on these ten themes and tell us what you feel we could do to improve transport into, out of, and all around York.

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

City of York Council recognises that wheelchair users have a unique set of mobility requirements. In using the term 'wheelchair users' in our materials, we are also including other users of wheeled mobility aids. We will therefore make reference to "walking, wheelchair users, wheelers and cyclists".

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

You can also download an accessible copy of our [draft transport vision, objectives and policies document](#) <[user_uploads/transport-consultation-document-nov22_v2.pdf](#)> (this link opens in a new window) if you want more information.

Consent

Please read our [privacy notice](https://data.yorkopendata.org/dataset/5ee1e56f-ee30-418c-92fa-1beee0c672cc/resource/ec783bc5-8b3e-4dac-aaca-7b3138c82775/download/2023-08-03-pn-local-transport-strategy-consultation-v0.3.pdf) <<https://data.yorkopendata.org/dataset/5ee1e56f-ee30-418c-92fa-1beee0c672cc/resource/ec783bc5-8b3e-4dac-aaca-7b3138c82775/download/2023-08-03-pn-local-transport-strategy-consultation-v0.3.pdf>> (this link opens in a new window) to find out more about how we protect your personal information.

You can withdraw your consent at any time by contacting ourbigconversation@york.gov.uk.

1 Do you confirm that you have read and understood the privacy notice? You must select 'Yes' in order to take the survey.

(Required)

Please select only one item

Yes
 No

Introduction

1 Are you filling in this questionnaire:

Please select only one item

- For yourself
- For someone else
- For an organisation

2 What is your name?

Name

3 What is your email address?

Email

4 What is your organisation? (If applicable)

Organisation

Policy Focus Areas

In this survey we will be asking you questions about how you travel and about [our ten policy focus areas](#) <user_uploads/transport-consultation-document-nov22_v2-1.pdf> (this link opens in a new window), which we believe will help us deliver our ambitions for transport in York.

For each policy focus area we ask two sets of questions. The first describes the policy and asks some general questions; the second has more detail and asks questions about the policy ideas within the policy.

You can choose to complete only those sections and questions from the survey that you care about, and you can also save your progress and return later to answer more questions.

1 I'd like to go to:

Please select only one item

- How you travel
- Policy focus area 1: Accessibility
- Policy focus area 2: Improve walking, wheeling and cycling
- Policy focus area 3: Shape Healthy Places
- Policy focus area 4: Improving Public Transport
- Policy focus area 5: Safeguarding our environment by cutting carbon, air pollution and noise
- Policy focus area 6: Manage the road network for Movement and Place
- Policy focus area 7: Reduce car dependency
- Policy focus area 8: Improving freight and logistics
- Policy Focus Area 9: Effective maintenance and enforcement and management of streetworks
- Policy Focus Area 10: Monitoring the transport network and financing the changes
- About you

How you travel

1 What postcode do you start most journeys from?

We want to know where people are travelling from and how they travel between different parts of the city and beyond.

We also want to know how this affects views on our policy focus areas.

Your postcode

2 Which modes of transport do you currently use for each of the following activities?

	Travelling to your usual place of work or study	Services (eg, supermarket, doctor)	Entertainment (eg, cinema, restaurants)	Parks and open spaces
Wheelchair or mobility aid	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Park & Ride	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E-scooter or e-bike	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorbike	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Electric vehicle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Petrol, diesel or hybrid vehicle (as a passenger)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Petrol, diesel or hybrid vehicle (as a driver)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not applicable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you selected 'Other mode', please specify:

3 Approximately what percentage of your journeys are made by car?

Please select only one item

- 0%
 Less than 20%
 20% to 40%
 40% to 60%
 60% to 80%
 More than 80%

4 To what extent do you expect your car use to change over the next five years?

Please select only one item

- Much more than before
 Slightly more than before
 About the same amount
 Slightly less than before
 Much less than before
 Don't know / not applicable

5 How often have you used these modes of transport in the last year?

	Daily	Several times a week	Weekly	Several times a month	Several times a year	Less often	Not used
Wheelchair or mobility aid <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walk entire journey <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycle <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rail <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Taxi <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Park & Ride <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
E-scooter or e-bike <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Motorbike <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Car <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6 How would you prefer to travel for the following journeys?

	Not applicable	Wheelchair or mobility aid	Walk	Cycle	Bus	Rail	Taxi	Park & Ride	E-scooter or e-bike	Motorbike	Car	From Home / Online / Delivery	Click and Collect
Going to work <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Going to school or college <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Leisure or entertainment trips <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Visiting friends or relatives locally <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Visiting friends or relatives longer distance <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shopping for small items <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shopping for heavy items <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Going on holiday <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other journey (please specify) <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you selected 'Other journey', please specify:

7 In general, how well do you feel the following transport systems in York meet your needs?

	Very well	Quite well	Neutral	Not very well	Not at all well	Don't know / Not applicable
Pavements and walking routes <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycling routes <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus routes <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rail services <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Road networks <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Taxis <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
E-scooter routes <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Electric vehicle charging points <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Freight Routes <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

8 How serious do you think each of the following problems are in York (part one)?

	Very serious	Fairly serious	Neutral	Not very serious	Not at all serious	Don't know / Not applicable
Congestion <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Local air pollution from traffic <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Noise from traffic <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Impact of transport on climate change <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Visual quality (spoiling the look of the local area) <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Danger from traffic <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Concern over personal security <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sharing pavements with other users <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sharing roads with other users <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic in residential and shopping streets <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Passing vehicles (eg, Lorries and Buses) <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Something else (please specify) <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you selected 'Something else', please specify:

9 How serious do you think each of the following problems are in York (part two)?

	Very serious	Fairly serious	Neutral	Not very serious	Not at all serious	Don't know / Not applicable
Feeling restricted by the available transport options (eg, elderly people who don't think they can travel easily) <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Negative impact on physical fitness <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Difficulty in getting to shops, health or leisure facilities <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Feeling cut off from family or friends <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Poor access for York's businesses, and restricting economic growth <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Poor access to employment, education and training <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Something else (please specify) <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you selected 'Something else', please specify:

10 Where next?

Please select only one item

- Continue to Policy Focus Area 1
- Return to the list of Policy Focus Areas
- Skip to the 'About you' section and submit

Policy focus area 1: Accessibility

Please note that we are also running a more detailed consultation into restoring Blue Badge access to the footstreets area. To find out more about the separate Blue Badge consultation please visit our [current consultations page](http://www.york.gov.uk/consultations) (this link opens in a new window).

Vision

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

1 To what extent to you agree or disagree with this vision?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

2 Please tell us about your experience of travelling in and around York. For example, do you feel safe, and can you go everywhere you want to go?

3 Where next?

The following pages contain questions about the policy ideas listed below:

- 1.1 Blue Badge Parking
- 1.2 Cycle Parking
- 1.3 Accessible Design
- 1.4 Accessible Public Transport
- 1.5 Seating

If you do not want to answer questions about any of these policy ideas you can skip ahead by selecting the relevant option below.

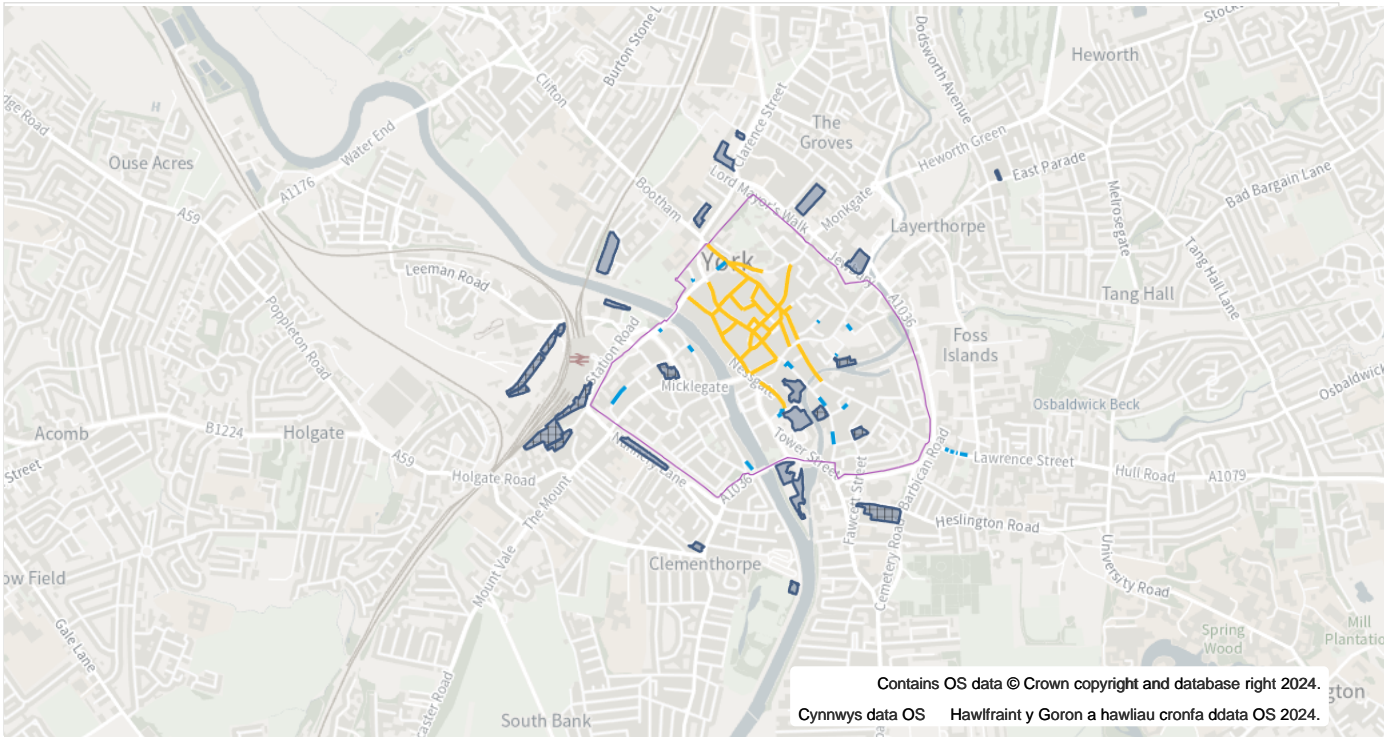
Please select only one item

- Continue to policy ideas
- Skip to Policy Focus Area 2
- Return to the list of Policy Focus Areas
- Skip to the 'About you' section and submit

Policy idea 1.1 Blue Badge Parking

To provide **Blue Badge parking** <<https://www.york.gov.uk/BlueBadgeParking>> (this link opens in a new window) spaces near to where people want to go, including the **footstreets** <<https://www.york.gov.uk/footstreets>> (this link opens in a new window), centre of town and across the villages. Our target is to have Blue Badge parking spaces as close as possible to key locations, ideally within 150m (over level surfaces, for example without barriers). See also Policy 1.5 on seating.

1 Please tell us about locations for Blue Badge parking that would suit your needs, whether in the city centre or one of the surrounding villages. You can do this either on the map or using the text version of the question.



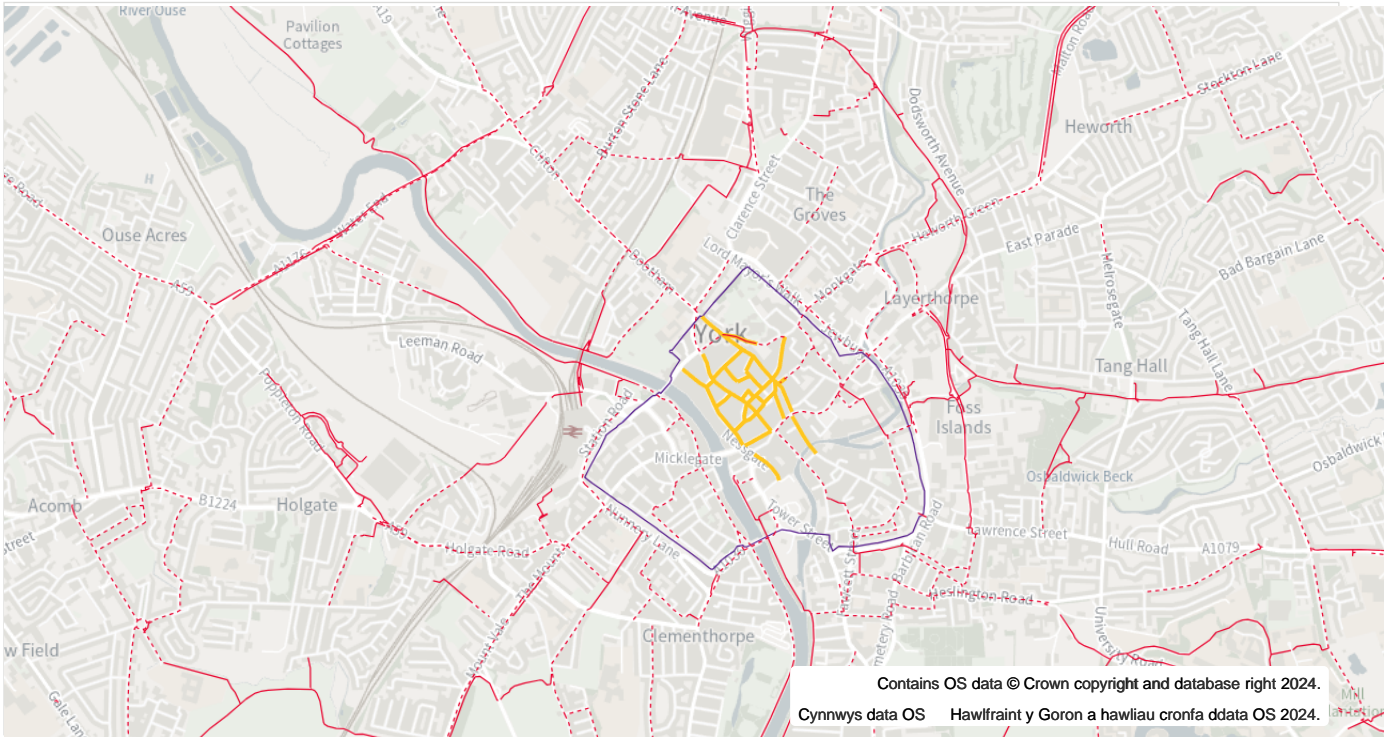
- Key
- Blue Badge Parking
 - Footstreets
 - Car Parks (Commercial)
 - City Walls Extent
 - Car Parks (Council)
 - Outside response area

Please use the box below to tell us about locations for Blue Badge parking that would suit your needs, whether in the city centre or one of the surrounding villages.

Policy idea 1.2 Cycle Parking

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

1 Please tell us about locations for cycle parking that would suit your needs, whether in the city centre or one of the surrounding villages. You can do this either on the map or using the text version of the question.



Key

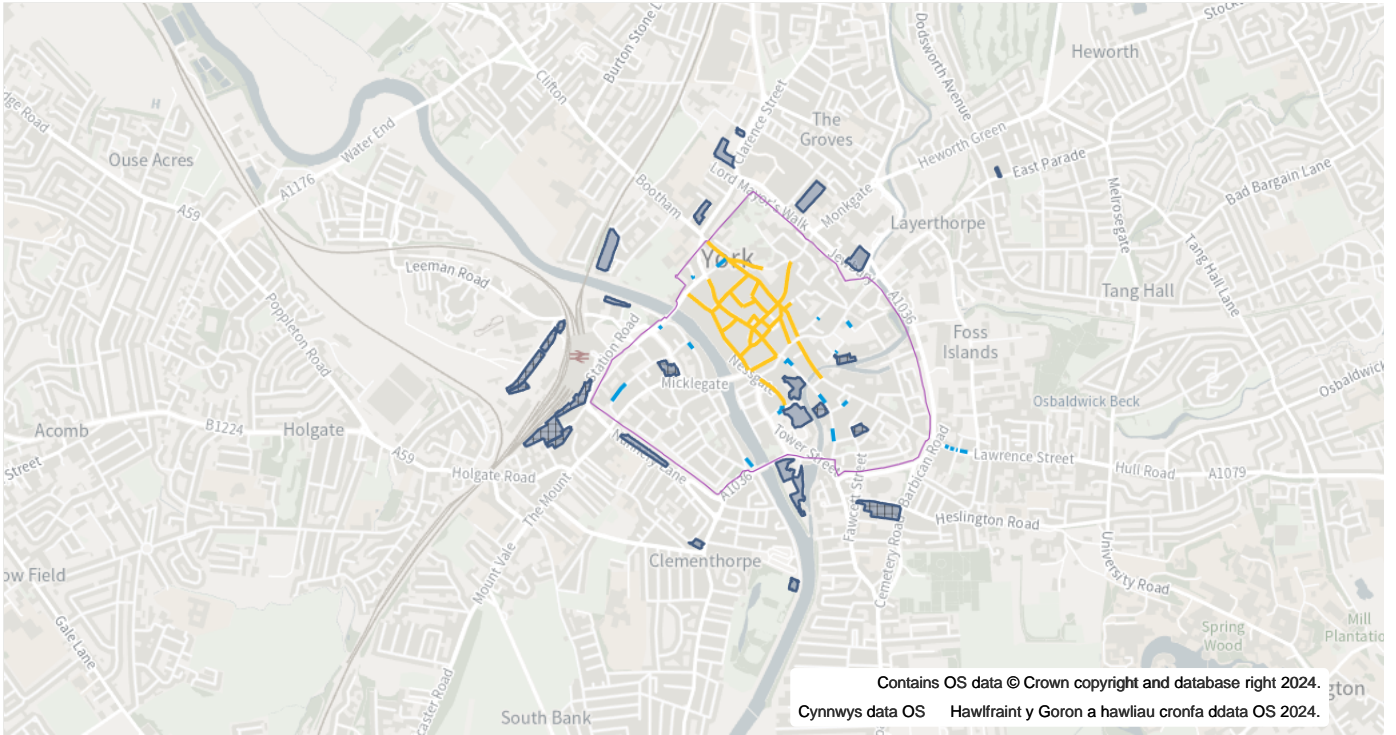
- - - Cycle Routes (On Street)
- / / / Cycle Routes (Off Street)
- Footstreets
- City Walls Extent
- Outside response area

Please use the box below to tell us about locations for cycle parking that would suit your needs, whether in the city centre or one of the surrounding villages.

Policy idea 1.3 Accessible Design

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

1 Please tell us about any particular areas or junctions that you think need attention from an accessible design perspective. You can do this either on the map or using the text version of the question.



Key

- | Blue Badge Parking
- | Footstreets
- | Car Parks (Council)
- Car Parks (Commercial)
- City Walls Extent
- Outside response area

Please use the box below to tell us about any particular areas or junctions that you think need attention from an accessible design perspective.

Policy idea 1.4 Accessible Public Transport

To provide accessible public transport. We will work with operators and passengers to improve accessibility of public transport for everyone, and to increase the amount of accessible seating on buses. We will also continue to work with taxi and private hire providers, using licensing policy to increase the number of wheelchair accessible taxis and private hire vehicles in York. We will also continue to improve bus stops and shelters to improve personal security (e.g. by providing adequate lighting levels). We will work with the rail industry to improve the accessibility of York and Poppleton stations, and to make sure that the new Haxby rail station is fully accessible.

1 Do you feel that buses and trains are accessible to you at the moment?

Please select only one item

- Yes
- No
- Don't know

Please tell us why you feel this way

2 When booking a taxi or private hire vehicle for a wheelchair, have you ever experienced:

Please select all that apply

- Problems with vehicle not being available
- Problems with location of taxi stands
- Problems with seating while waiting for the taxi
- Problems with getting information on an accessible service
- Something else

If something else, please tell us what sort of issues you experienced

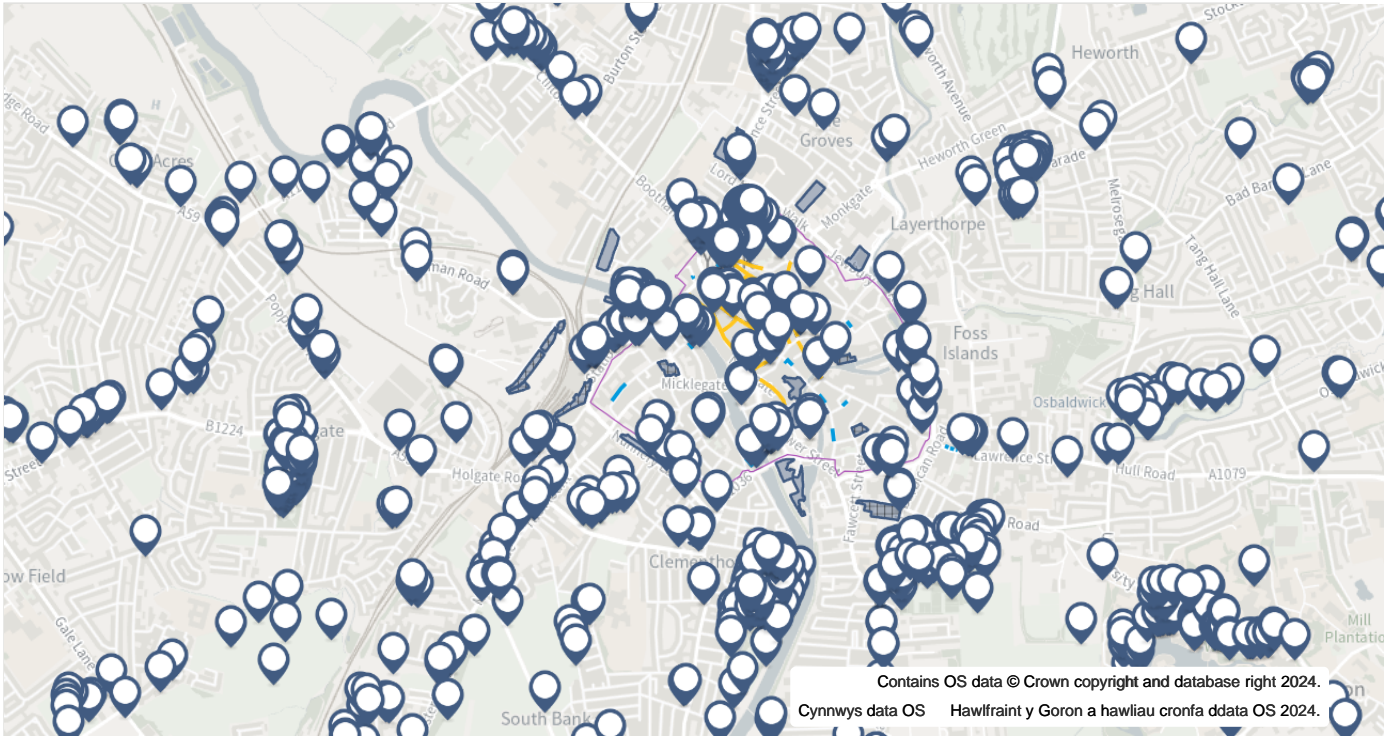
3 What improvements would you like to see made to bus stops?

4 Please tell us about any issues you face using York or Poppleton railway stations; for example, stairs as a barrier to disabled people or those with prams or pushchairs; availability of audio loops.







Policy idea 1.5 Seating

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

1 Please tell us where you would like to see more seating. This can be in the city centre or in the surrounding areas and villages. You can do this either on the map or using the text version of the question.



Key

-  Seats
-  Blue Badge Parking
-  Footstreets
-  Car Parks (Council)
-  Car Parks (Commercial)
-  City Walls Extent

Please use the box below to tell us where you would like to see more seating. This can be in the city centre or in the surrounding areas and villages.

End of policy focus area 1

1 Where next?

You have finished the questions about policy area 1. You can continue answering questions on the next policy area or choose to go somewhere else within the survey.

Please select only one item

- Continue to the next Policy Focus Area
- Return to the list of Policy Focus Areas
- Skip to the 'About you' section and submit

Policy focus area 2: Improve walking, wheeling and cycling

Vision

Improve walking, wheelchair access, wheeling and cycling – So that cycling, walking and wheeling become more attractive and offer better alternatives to the car. Key to this will be creating a continuous network of safe and high-quality cycle, walking and wheeling routes, and giving all active travel users greater priority on roads and at junctions. Effectively integrating new modes like e-bikes into York's transport network will also be important. These changes will achieve a doubling of active travel journeys by 2030.

Combined with our other policies, encouraging more people to walk or cycle, even just once a week, will be an important step in reducing congestion and improving air quality across the city. The immediate effects will be felt by everyone, and the longer-term impacts will include a 20% reduction in the number of cars on the roads. This will lead to cleaner air as well as associated health benefits that come from being more active. There are also financial benefits; it is estimated that **increasing cycling and walking could save the NHS billions of pounds on just seven diseases which are linked to inactivity** <https://www.sciencedirect.com/science/article/abs/pii/S0140673612607661> (this link opens in a new window).

1 To what extent to you agree or disagree with this vision?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

2 Do you walk, cycle or wheel (for example scooter, wheelchair or mobility aid) as much as you would like to in York?

Please select only one item

- Yes
- No
- Don't know

3 If you answered 'no' above, what prevents you from walking, using a wheelchair, wheeling or cycling more often?

Please select all that apply

- Need to carry items for work
- I don't feel safe
- There aren't enough tactile pavements or aids to help me as a disabled person
- There's no suitable cycle route
- There's no suitable cycle parking
- There aren't enough places for me to cross the road safely
- There is a crossing but vehicles don't stop or travel too fast
- Where I'm going is too far to walk or cycle
- Cost of items like a bike lock
- I'm making multiple stops (eg, school run, then home, then dentist, then home)
- I don't have time; it's quicker by car
- Pavement parking by cars means I can't safely use pavements
- Other

If you selected 'Other', please specify:

4 Where next?

The following pages contain questions about the policy ideas listed below:

- 2.1 Transport User Hierarchy
- 2.2 Walking and Wheeling Network
- 2.3 Pedestrian Crossings
- 2.4 Footstreets Condition
- 2.5 Cycle Network
- 2.6 Cycling Facilities
- 2.7 Community Support
- 2.8 E-Bikes

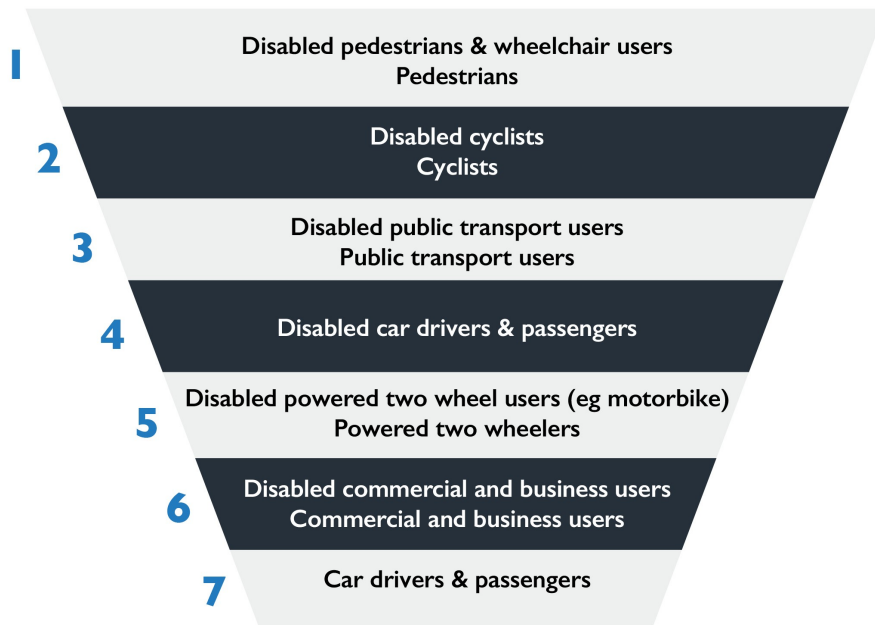
If you do not want to answer questions about any of these policy ideas you can skip ahead by selecting the relevant option below.

Please select only one item

- Continue to policy ideas
- Skip to Policy Focus Area 3
- Return to the list of Policy Focus Areas
- Skip to the 'About you' section and submit

Policy idea 2.1 Transport User Hierarchy

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



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

York's Transport User Hierarchy (Text format)

Disabled pedestrians and wheelchair users
Pedestrians

Disabled cyclists
Cyclists

Disabled public transport users
Public transport users

Disabled car drivers and passengers

Disabled powered two wheel users (eg motorbike)
Powered two wheelers

Disabled commercial and business users
Commercial and business users

Car drivers and passengers

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

1 To what extent do you agree or disagree with the Transport User Hierarchy?

Please select only one item

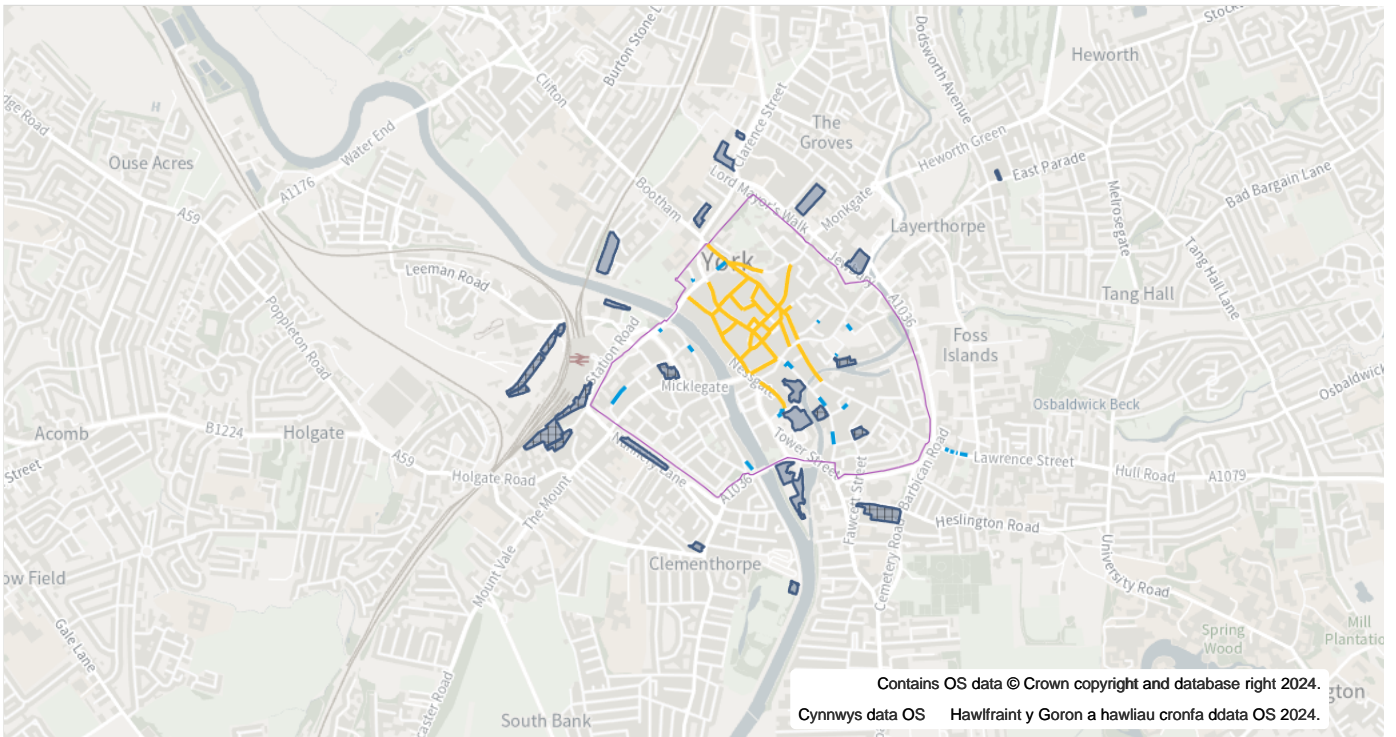
- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

If you disagree with the hierarchy, or have concerns about it, please explain why:

Policy idea 2.2 Walking and Wheeling Network

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

1 Please tell us where you feel there are currently gaps in the walking and wheeling or wheelchair routes that you use, or would like to use. You can do this either on the map or using the text version of the question.



Key

Blue Badge Parking

Footstreets

Car Parks (Council)

Car Parks (Commercial)

City Walls Extent

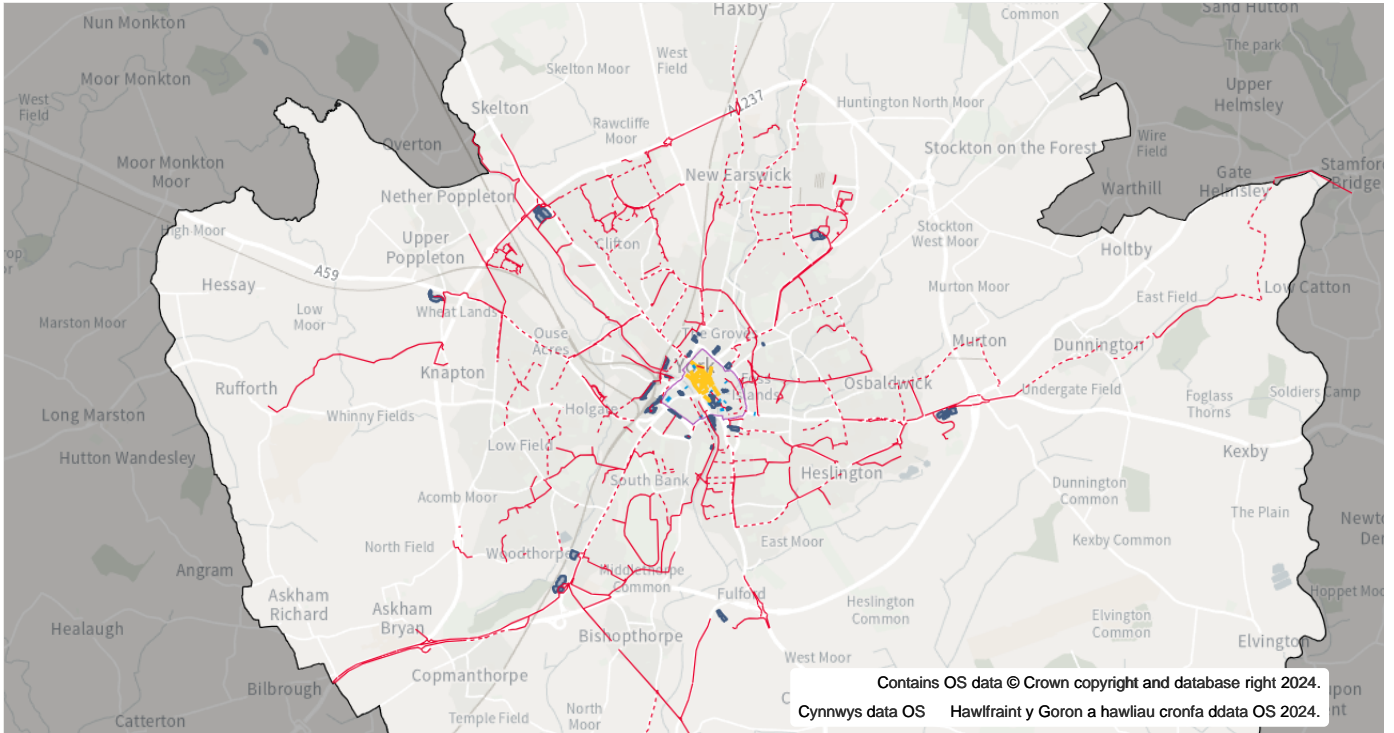
Outside response area

Please use the box below to tell us where you feel there are currently gaps in the walking and wheeling routes that you use, or would like to use.

Policy idea 2.3 Pedestrian Crossings (Priority)

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

1 Please tell us which crossings you think need upgrading to improve crossing priority and signals. You can do this either on the map or using the text version of the question.



Key

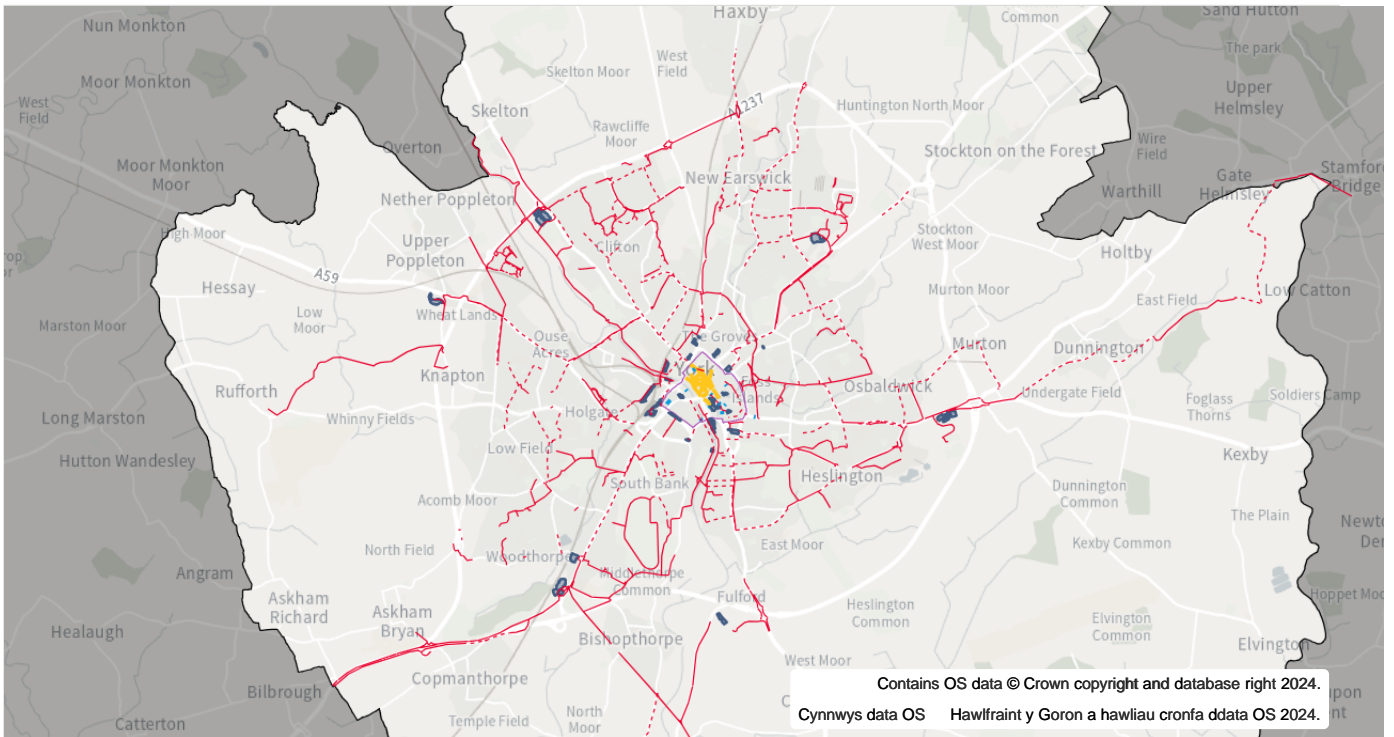
- Cycle Routes (On Street)
- Cycle Routes (Off Street)
- Blue Badge Parking
- Footstreets
- Car Parks (Council)
- Car Parks (Commercial)
- City Walls Extent
- Outside response area

Please use the box below to tell us which crossings you think need upgrading to improve crossing priority and signals.

Policy idea 2.3 Pedestrian Crossings (Barriers)

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

1 Please tell us which crossings you think need upgrading to remove barriers and guardrails or to improve dropped kerbs and/or raised surfaces. You can do this either on the map or using the text version of the question.



Key

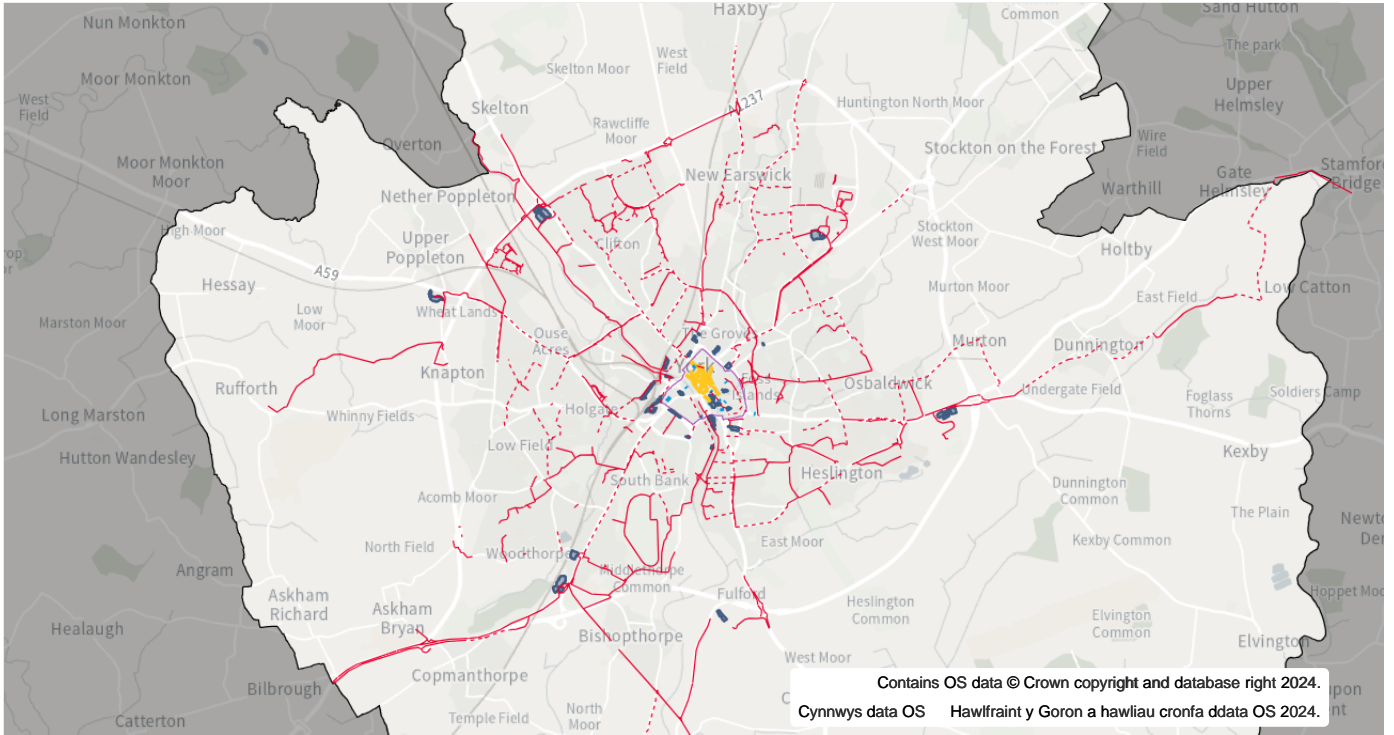
- - - Cycle Routes (On Street)
- / / / Cycle Routes (Off Street)
- / / / Blue Badge Parking
- / / / Footstreets
- Car Parks (Council)
- Car Parks (Commercial)
- City Walls Extent
- Outside response area

Please use the box below to tell us which crossings you think need upgrading to remove barriers and guardrails or to improve dropped kerbs and/or raised surfaces.

Policy idea 2.3 Pedestrian Crossings (Condition)

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

1 Please tell us which crossings you think need upgrading to improve pavement surfaces. You can do this either on the map or using the text version of the question.



Key

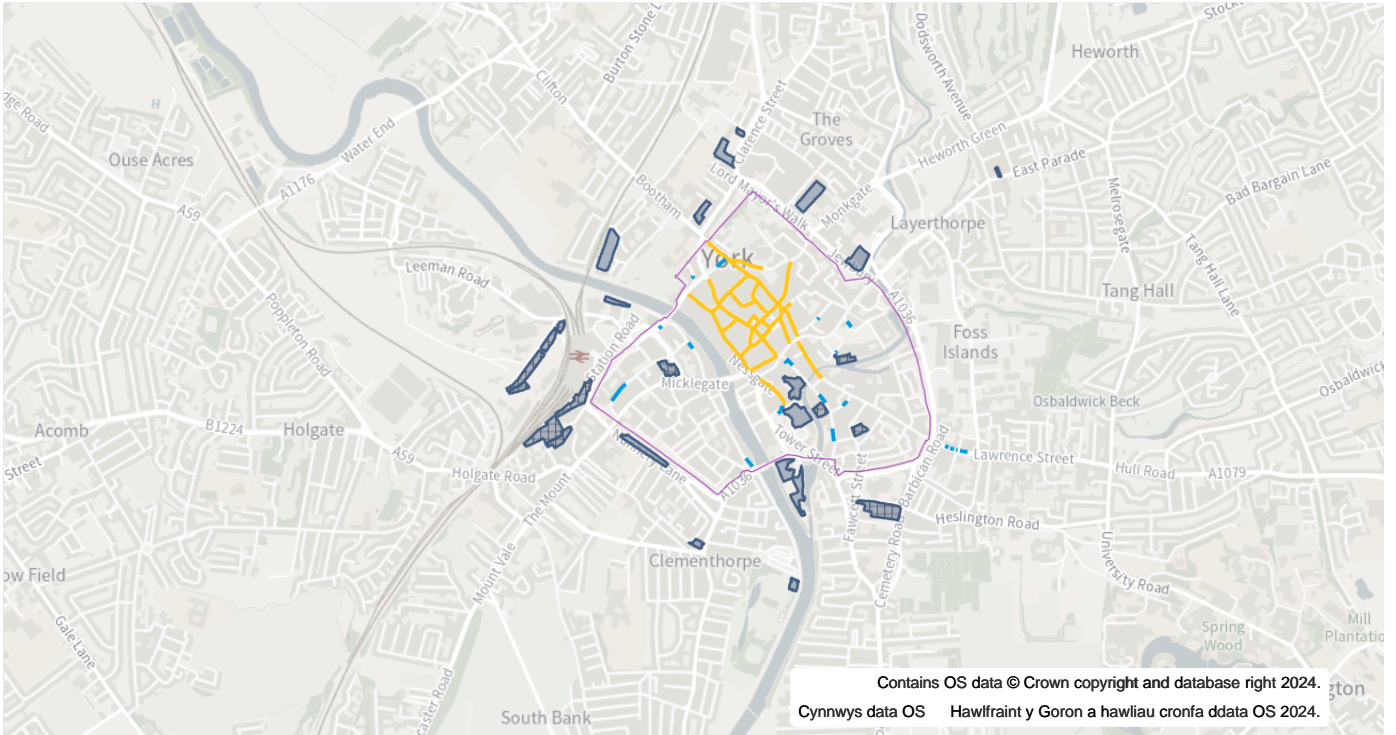
- - - Cycle Routes (On Street)
- Cycle Routes (Off Street)
- Blue Badge Parking
- Footstreets
- Car Parks (Council)
- Car Parks (Commercial)
- City Walls Extent
- Outside response area

Please use the box below to tell us which crossings you think need upgrading to improve pavement surfaces.

Policy idea 2.4 Footstreets Condition

To seek funding to comprehensively upgrade the city centre **footstreets area** <<https://www.york.gov.uk/footstreets>> (this link opens in a new window) to provide continuous level surfaces, clearly marked to show where vehicles are and are not permitted. Narrow, uneven, poorly drained or sloping pavements will be rebuilt.

1 Please tell us where you currently experience difficulties caused by road and pavement surfaces within the centre of York. You can do this either on the map or using the text version of the question.



Key

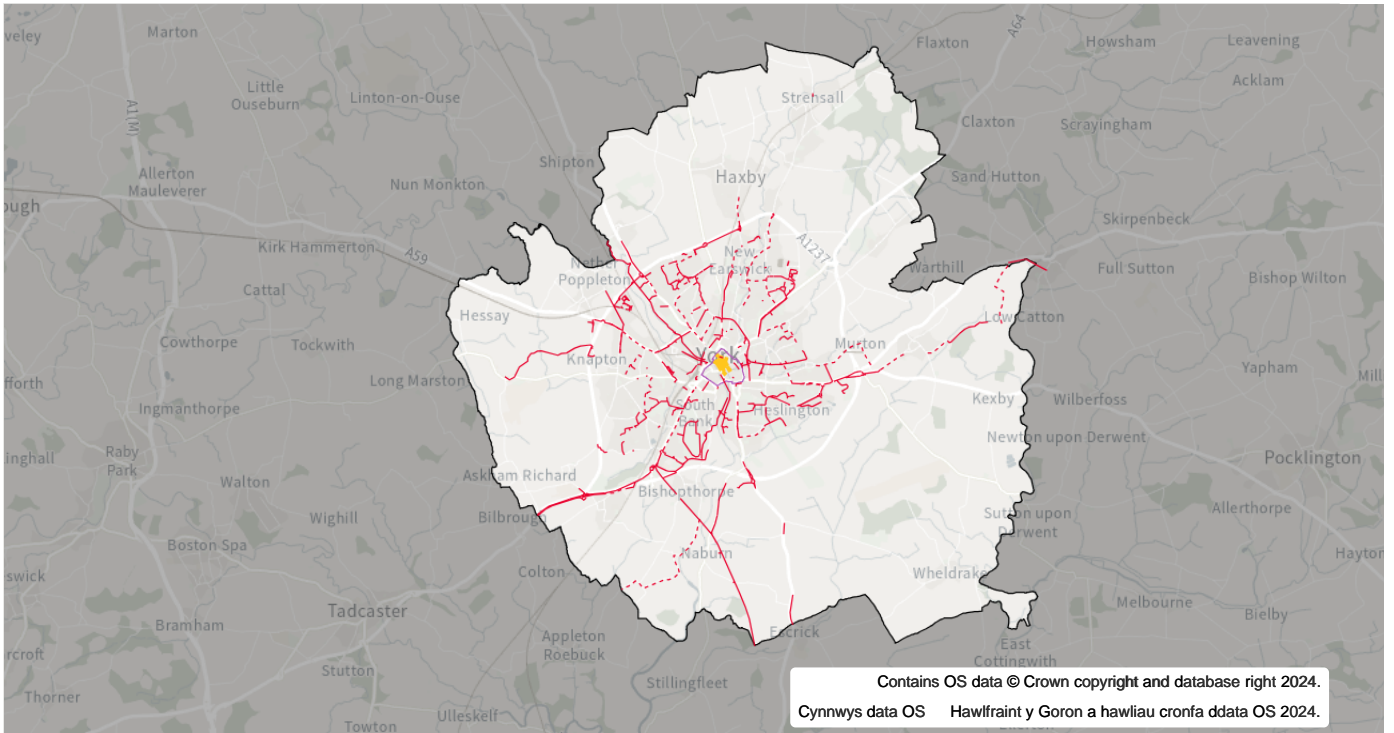
- | Blue Badge Parking
- Car Parks (Commercial)
- | Footstreets
- City Walls Extent
- Car Parks (Council)
- Outside response area

Please use the box below to tell us about where you currently experience difficulties caused by road and pavement surfaces within the centre of York.

Policy idea 2.5 Cycle Network

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

1 Thinking about journeys between villages or parts of outer York which don't involve you going into the centre of town, please tell us which villages or areas you would most like to see connected with cycle routes. You can do this either on the map or using the text version of the question.



Key

- Cycle Routes (On Street)
- Cycle Routes (Off Street)
- Footstreets
- City Walls Extent
- Outside response area

Please use the box below to tell us which villages or areas you would most like to see connected with cycle routes.

Policy idea 2.6 Cycling Facilities

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

1 Please rank the following cycling facilities, with 1 being the highest priority

	1	2	3	4	5	6	7
Continuous cycle lanes <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Segregated cycle lanes, where vehicles are prevented from using the space <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycle priority at traffic signals <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safer provision at roundabouts <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Regular maintenance of all surfaces, including signs and painted markings <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increased levels of cycle parking available <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Something else <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you selected 'Something else', please specify:

Policy idea 2.7 Community Support

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

1 What support would you find most useful?

Please select all that apply

- Suggestions of interesting routes to walk in the city and countryside, with a range of distances
- Wider pavements to improve walking in the city centre and villages
- Finding out about walking groups or buddy schemes for starting to walk more
- Buddy cycle training, where you ride with someone
- Help identifying places to park your bike, which suit your bike (eg, a trike or cargo bike)
- Help getting children into cycling
- Help with bike maintenance and mechanical skills
- Help getting a lock or bike helmet
- Something else
- Not applicable

If you selected 'Something else', please specify:

Policy idea 2.8 E-Bikes

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

1 To what extent do you believe that e-bikes are an important mobility option for travel in York?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

I feel this way because

End of policy focus area 2

1 Where next?

You have finished the questions about policy area 2. You can continue answering questions on the next policy area or choose to go somewhere else within the survey.

Please select only one item

- Continue to the next Policy Focus Area
- Return to the list of Policy Focus Areas
- Skip to the 'About you' section and submit

Policy focus area 3: Shape Healthy Places

Vision

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

1 To what extent to you agree or disagree with this vision?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

2 Is there a city comparable to York you feel 'does it better', in terms of offering and delivering transport?

One city that does transport better than York is

3 What are your priorities for making York and its villages an inclusive, safe and healthy place to live? Please rank from 1 to 10, with 1 being your highest priority.

	1	2	3	4	5	6	7	8	9	10
Ensuring and protecting key services such as GPs, post offices, shops at district centres (Haxby and Acomb in particular) <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving facilities and access for wheelchair users <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving street lighting <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved cycle routes and parking <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved walking routes and pavement surfaces <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More trees and planting <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Removing on-street car parking <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Introducing more residents' parking zones <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More safe routes to schools and colleges <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Something else (please specify) <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you selected 'something else', please specify:

4 Where next?

The following pages contain questions about the policy ideas listed below:

- 3.1 Access to Key Facilities
- 3.2 Neighbourhood Hubs
- 3.3 Planning Policy
- 3.4 Healthy Streets
- 3.5 Safe Streets
- 3.6 Road Safety
- 3.7 Health Impact Assessments
- 3.8 'Decide and Provide' Approach

If you do not want to answer questions about any of these policy ideas you can skip ahead by selecting the relevant option below.

Please select only one item

- Continue to policy ideas
- Skip to Policy Focus Area 4
- Return to the list of Policy Focus Areas
- Skip to the 'About you' section and submit

Policy idea 3.1 Access to Key Facilities

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

1 What works well in your local community and what would you like to see there?

Something that works well is / I would like to see

2 What doesn't work well in your local community?

Please select all that apply

- There aren't enough shops or services where I live
- The streetscape is untidy
- Traffic is intrusive and makes me less likely to walk or cycle
- There isn't enough lighting to make me feel safe
- There's litter and rubbish around
- Something else

If you selected 'something else', please specify:

Policy idea 3.2 Neighbourhood Hubs

To explore how we can provide each village or district centre with a communications, mobility and delivery hub for parcels. These hubs could also include facilities such as toilets, safe cycle storage, pushchair, mobility scooter and cycle hire and repair workshops.

1 Would you find it useful if deliveries were taken to a central point, for you to collect yourself?

Please select only one item

- Yes
- Sometimes
- No

2 Would you use a hub which offers toilets, cycle, pushchair, mobility scooter and wheelchair hire, as well as repair workshops?

Please select only one item

- Yes
- Maybe
- No
- Don't know

I feel this way because

Policy idea 3.3 Planning Policy

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

More information on the Local Plan and Supplementary Planning Documents

The **Local Plan** <<https://www.york.gov.uk/CurrentLocalPlan>> (this link opens in a new window):

is a city wide plan which helps with development control in York

sets out opportunities and policies for building and development (including new homes and businesses)

describes what will or will not be permitted, and where

Supplementary Planning Documents <<https://www.york.gov.uk/planning-advice-guidance/supplementary-planning-documents>> (this link opens in a new window)

provide more detailed advice or guidance on the policies in the Local Plan.

1 Do you support City of York Council producing a Supplementary Planning Document to maximise sustainable travel options for all new housing developments and strategic sites?

Please select only one item

- Yes
- Maybe
- No
- Don't know

I feel this way because

Policy idea 3.4 Healthy Streets

To use a **'Healthy Streets' approach** <<https://www.healthystreets.com>> (this link opens in a new window) to creating high quality public spaces and encourage walking, wheeling and cycling. To do this, we will apply relevant guidance into our decision making.

1 Do you support City of York Council applying the 'Healthy Streets' approach?

Please select only one item

- Yes
- Maybe
- No
- Don't know

I feel this way because

Policy idea 3.5 Safe Streets

To provide safe streets. We will look at how traffic measures such as **'Home Zones** <https://www.ciht.org.uk/media/8060/home_zone_residential_areas.pdf> ' (this link opens in a new window) could create safe streets for wheelchair users, walking and cycling. The Local Cycling and Walking Infrastructure Plan, safety audits and resident consultation will help us identify the streets and communities that need intervention. We will encourage new developments to include safe streets from the start of any project design and reflect these safe streets in the wider Movement and Place Plan.

More information on the Local Cycling and Walking Infrastructure Plan

Local Cycling and Walking Infrastructure Plans (LCWIP) set out a strategic approach to investment for cycling and walking, with the aim of normalising active travel as a transport mode. The primary outputs from an LCWIP are Strategic Cycling and Walking Networks and a prioritised list of schemes which are then used to shape future bids for funding to Active Travel England or the Department for Transport.

The answers in this section will help inform our draft LCWIP.

1 To what extent do you support or oppose the development of Home Zones in York?

Please select only one item

- Strongly support
- Support
- Neither support nor oppose
- Oppose
- Strongly oppose

I feel this way because

2 Are there specific areas that you think could benefit from being made into a Home Zone?

3 What would you find useful in these Home Zones?

Please select all that apply

- Public-access electric vehicle charging points
- Secure and/or covered cycle storage
- Regular cycle parking (eg, Sheffield stands)
- Trees and planting
- Reduced amount of on-street car parking
- Children's play facilities
- 20mph speed limits
- Something else

If you selected 'something else', please specify:

Policy idea 3.6 Road Safety

To seek to eliminate all fatalities and serious injuries on York's roads. Sometimes called a **'Vision Zero' approach** <<https://www.brake.org.uk/how-we-help/national-campaigns/the-change-we-want/vision-zero#:~:text=A%20Vision%20Zero%2C%20or%20Safe,%2C%20disease%2C%20unhappiness%20and%20inequality>> (this link opens in a new window), this means using new technology, encouraging behaviour change, increasing enforcement and use of legislation. We will work with partners, such as North Yorkshire Police, and stakeholders to use the appropriate and proportionate tools available to reach this goal.

1 What areas of road safety concern you the most?

Please select all that apply

- Speed of traffic
- Lack of crossing points
- Visibility and lines of sight
- Poor quality of road and pavement surfaces
- Close passing by vehicles
- Something else

If you selected 'Something else', please specify:

Policy idea 3.7 Health Impact Assessments

To require larger scale transport schemes and infrastructure projects to complete **Health Impact Assessments** <https://www.who.int/health-topics/health-impact-assessment#tab=tab_1> (this link opens in a new window), to ensure health benefits of their schemes are considered and maximised.

1 Do you agree with Health Impact Assessments being required for all larger scale infrastructure projects?

Please select only one item

- Yes
- Maybe
- No
- Don't know

I feel this way because

Policy idea 3.8 'Decide and Provide' Approach

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

1 To what extent do you agree or disagree with the 'Decide and Provide' approach?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

End of policy focus area 3

1 Where next?

You have finished the questions about policy area 3. You can continue answering questions on the next policy area or choose to go somewhere else within the survey.

Please select only one item

- Continue to the next Policy Focus Area
- Return to the list of Policy Focus Areas
- Skip to the 'About you' section and submit

Policy focus area 4: Improving Public Transport

Vision

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

York has already secured funding to deliver more efficient and reliable bus services, including £17m from central government's Bus Service Improvement Plan (BSIP) scheme, and £10.2m towards the electrification of the First Bus fleet, with ambitions to be the first fully operational all-electric depot outside London. For more information on these schemes visit: www.itravelyork.info/enhanced-partnership <<https://www.itravelyork.info/enhanced-partnership>> (this link opens in a new window).

1 To what extent to you agree or disagree with this vision?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

2 Are you aware of our Bus Service Improvement Plan work?

Please select only one item

- Yes
- No

3 Where do you prefer to get your information on bus news, including timetables?

Please select only one item

- Operator apps
- Google maps
- Bus stop printed posters or timetables
- iTravelYork website
- Social media
- Local press
- Somewhere else (please specify)

If you selected 'Somewhere else', please specify:

4 Where next?

The following pages contain questions about the policy ideas listed below:

- 4.1 Bus Network
- 4.2 Bus Reliability
- 4.3 Community Transport
- 4.4 Park & Ride
- 4.5 Rail Strategy
- 4.6 Railway Stations
- 4.7 Multi-mode Travel
- 4.8 Fares Policy
- 4.9 Taxi and Private Hire
- 4.10 Park & Sail

If you do not want to answer questions about any of these policy ideas you can skip ahead by selecting the relevant option below.

Please select only one item

- Continue to policy ideas
- Skip to Policy Focus Area 5
- Return to the list of Policy Focus Areas
- Skip to the 'About you' section and submit

Policy idea 4.1 Bus Network

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

1 What issues do you face with the bus network in York?

Please select all that apply

- Not applicable; I never use buses
- None; the network meets my needs
- Affordability
- Reliability (buses arriving on time with space available)
- Accessibility (wheelchair or pram space available)
- Routes servicing destinations I require
- Quality of bus stops (eg, inadequate shelters, departure screens)
- Other (please specify)

If you selected 'Other', please specify:

Policy idea 4.2 Bus Reliability

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

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

Please select only one item

- Yes
- Maybe
- No
- Don't know

I feel this way because

2 To what extent do you agree or disagree with the introduction of dedicated priority routes for buses and sustainable transport?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

I feel this way because

Policy idea 4.3 Community Transport

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

1 Would you use community transport schemes, such as mini-buses and dial-a-ride?

Please select only one item

- Yes, frequently
- Yes, occasionally
- Yes, rarely
- No
- Don't know

I feel this way because

2 Would you use a shuttle bus to help you reach the city centre?

Please select only one item

- Yes, frequently
- Yes, occasionally
- Yes, rarely
- No
- Don't know

I feel this way because

Policy idea 4.4 Park & Ride

To work with Park & Ride operators to deliver an improved, viable and efficient service that will increase the use of Park & Ride buses by residents and commuters. We will develop Park & Ride sites as access hubs for local communities and villages and for buses and coaches travelling between towns. We will use all tools available, including infrastructure design, network management, route planning and car parking charges to increase use and maximise the reliability and efficiency of these services.

1 To what extent do you agree or disagree with developing the Park & Ride sites into access hubs, for use by all communities to travel on to other destinations?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

I feel this way because

Policy idea 4.5 Rail Strategy

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

1 What would your priorities be for rail investment in York?

Policy idea 4.6 Railway Stations

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

1 What transport measures can we put in place to make it easier to arrive at, and depart from, railway stations without using a car?

Policy idea 4.7 Multi-mode Travel

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

1 Would a daily ticket, using Tap On/Tap Off style technology, across the network help you reduce your car use?

Please select only one item

- Yes
- Maybe
- No
- Don't know

I feel this way because

Policy idea 4.8 Fares Policy

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

1 Would simplifying the different types of bus fares in York make you more likely to use the bus?

Please select only one item

- Yes
- Maybe
- No
- Don't know

I feel this way because

2 Would you use the bus more if it was more affordable for you?

Please select only one item

- Yes
- No
- Maybe
- Don't know

I feel this way because

Policy idea 4.9 Taxi and Private Hire

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

1 Would you find it helpful to have more wheelchair accessible taxis available in York?

Please select only one item

- Yes
- Maybe
- No
- Not applicable

I feel this way because

Policy idea 4.10 Park & Sail

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

1 Would you use a 'Park & Sail' type service, using the river to get into the city centre?

Please select only one item

- Yes
- Maybe
- No
- Don't know

I feel this way because

End of policy focus area 4

1 Where next?

You have finished the questions about policy area 4. You can continue answering questions on the next policy area or choose to go somewhere else within the survey.

Please select only one item

- Continue to the next Policy Focus Area
- Return to the list of Policy Focus Areas
- Skip to the 'About you' section and submit

Policy focus area 5: Safeguarding our environment by cutting carbon, air pollution and noise

Please note that we are also running a more detailed consultation on our new draft Air Quality Action Plan. If you are interested in finding out more about what we're doing to address air quality and pollution in York please visit our [current consultations page](http://www.york.gov.uk/consultations) <<http://www.york.gov.uk/consultations>> (this link opens in a new window).

Vision

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

1 To what extent to you agree or disagree with this vision?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

2 Which, if any, of the following steps have you taken or plan to take that will help ease congestion and reduce air pollution in York?

Please select all that apply

- Travelling by bike
- Buying an e-bike or e-scooter
- Hiring an e-bike or e-scooter
- Switching to an electric or hybrid vehicle
- Turning off your car when stationary in traffic
- Taking public transport (bus, Park & Ride or rail)
- Work from home
- Using a car club or car sharing
- Shopping more locally and ordering online for large or heavy items
- Walk for more of my trips
- Reducing the number of trips I make (eg, by combining several errands into one trip)
- Something else (please specify)

If you selected 'Something else', please specify:

3 Where next?

The following pages contain questions about the policy ideas listed below:

- 5.1 Electric Vehicle Charging
- 5.2 Encourage Electric Vehicles
- 5.3 Bus Clean Air Zone
- 5.4 Carbon Impact
- 5.5 Green Infrastructure
- 5.6 Council Vehicle Fleet
- 5.7 Environment
- 5.8 Tourism

If you do not want to answer questions about any of these policy ideas you can skip ahead by selecting the relevant option below.

Please select only one item

- Continue to policy ideas
- Skip to Policy Focus Area 6
- Return to the list of Policy Focus Areas
- Skip to the 'About you' section and submit

Policy idea 5.1 Electric Vehicle Charging

To continue to expand public electric vehicle (EV) charging points, working with the private sector, developers and others, to keep pace with the demand for public charging, by commuters, visitors and residents without access to residential off-street charging. This will continue the work of our existing [EV Charging Strategy](https://www.york.gov.uk/EVChargingStrategy) <<https://www.york.gov.uk/EVChargingStrategy>> (this link opens in a new window).

1 To what extent do you agree or disagree with expanding public electric vehicle charging facilities?

Please select only one item

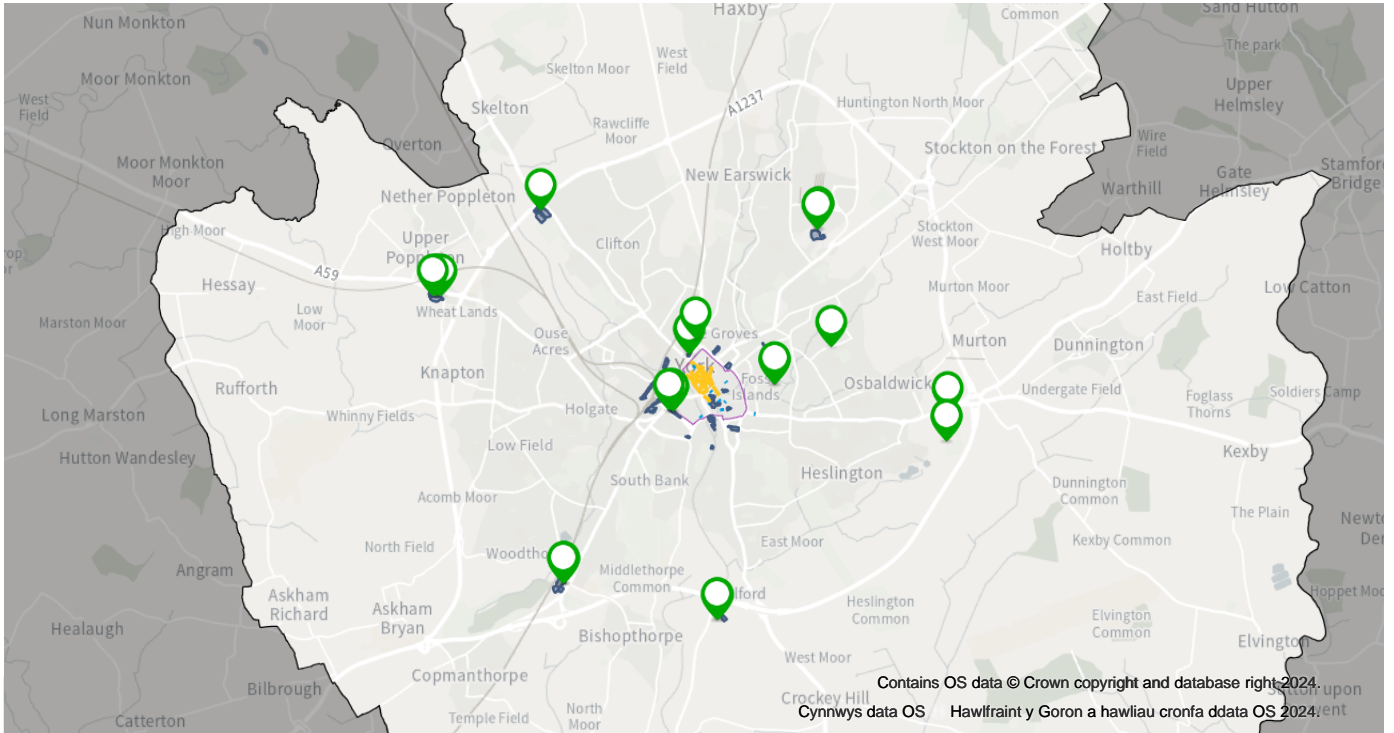
- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

Policy idea 5.1 Electric Vehicle Charging (Locations)

To continue to expand public electric vehicle (EV) charging points, working with the private sector, developers and others, to keep pace with the demand for public charging, by commuters, visitors and residents without access to residential off-street charging. This will continue the work of our existing [EV Charging Strategy](https://www.york.gov.uk/EVChargingStrategy) <<https://www.york.gov.uk/EVChargingStrategy>> (this link opens in a new window).

1 Please tell us about locations where you would like to see more EV chargers installed. You can do this either on the map or using the text version of the question.



Key

EV Chargers

Blue Badge Parking

Footstreets

Car Parks (Council)

Car Parks (Commercial)

City Walls Extent

Outside response area

Please use the box below to tell us about locations where you would like to see more EV chargers installed.

Policy idea 5.2 Encourage Electric Vehicles

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

1 To what extent do you agree or disagree with encouraging more people to use electric vehicles?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

I feel this way because

2 What do you think would encourage more people to use an electric or hybrid vehicle?

Please select all that apply

- Different parking charges
- Reduced charging fees
- Preferential parking locations
- Electric vehicle car clubs
- Something else (please specify)

If you selected 'Something else', please specify:

Policy idea 5.3 Bus Clean Air Zone

*To review the current **Bus Clean Air Zone** <<https://www.york.gov.uk/BusCleanAirZone>> (this link opens in a new window) (e.g. to make sure it covers large and heavy commercial vehicles) if required to meet air quality targets. We will consider taking action in locations where traffic emissions are a significant cause of poor air quality and noise.*

1 To what extent do you agree or disagree with including larger and heavy vehicles in the current Bus Clean Air Zone?

Please select only one item

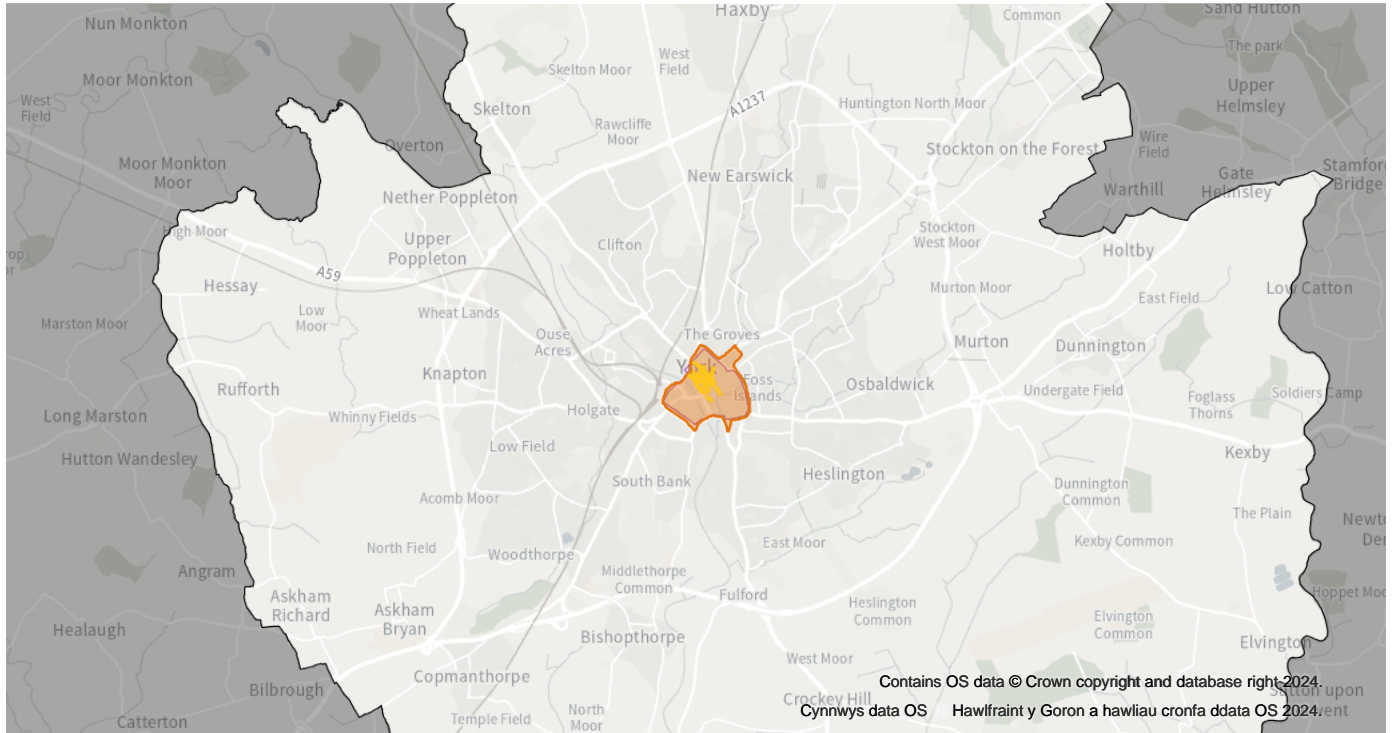
- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

Policy idea 5.3 Bus Clean Air Zone

To review the current **Bus Clean Air Zone** <<https://www.york.gov.uk/BusCleanAirZone>> (this link opens in a new window) (e.g. to make sure it covers large and heavy commercial vehicles) if required to meet air quality targets. We will consider taking action in locations where traffic emissions are a significant cause of poor air quality and noise.

1 Please tell us where you experience issues caused by traffic emissions and traffic noise. You can do this either on the map or using the text version of the question.



Key

- Footstreets
- Bus Clean Air Zone
- City Walls Extent
- Outside response area

Please use the box below to tell us about where you experience issues caused by traffic emissions and traffic noise.

Policy idea 5.4 Carbon Impact

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

1 To what extent do you agree or disagree with York taking all carbon impacts into account when planning infrastructure projects?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

I feel this way because

Policy idea 5.5 Green Infrastructure

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

1 To what extent do you agree or disagree with developing a green infrastructure network?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

Policy idea 5.6 Council Vehicle Fleet

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

1 To what extent do you agree or disagree with the council converting its own fleet to electric vehicles, where possible?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

Policy idea 5.7 Environment

To consider how transport infrastructure in York, especially new projects, can be used to support the environment – for example through sustainable drainage, or actions to reduce heat increase in urban areas.

1 To what extent do you agree or disagree with ensuring new developments and infrastructure support the local environment?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

Policy idea 5.8 Tourism

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

1 To what extent do you agree or disagree with encouraging visitors to arrive in and travel around York using sustainable travel?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

End of policy focus area 5

1 Where next?

You have finished the questions about policy area 5. You can continue answering questions on the next policy area or choose to go somewhere else within the survey.

Please select only one item

- Continue to the next Policy Focus Area
- Return to the list of Policy Focus Areas
- Skip to the 'About you' section and submit

Policy focus area 6: Manage the road network for Movement and Place

Vision

*We will develop a Movement and Place Plan which reallocates road-space to create safe and connected networks for wheelchair users, walking, wheeling, cycling, public transport, cars and freight for residents, businesses and visitors alike - helping deliver York's economic and environmental strategies and draft **Local Plan** <<https://www.york.gov.uk/CurrentLocalPlan>> (this link opens in a new window) by making walking, wheeling and cycling more attractive and buses more reliable.*

The Movement and Place Plan will also identify how best to balance the needs of streets as travel corridors and as places where people live, shop, go to school and enjoy their leisure. It will facilitate all kinds of journey including trips to and from outside of the city and will recognise York's place in the wider region.

A key to the Movement and Place Plan will be using York's new traffic models to minimise congestion, along with new ways to manage and construct highways to minimise their environmental impacts and work with partners to deliver any required interventions and schemes.

1 To what extent do you agree or disagree with this vision?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

2 To what extent do you agree or disagree with developing a Movement and Place Plan?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

3 Where next?

The following pages contain questions about the policy ideas listed below:

- 6.1 Movement and Place Plan
- 6.2 Movement and Place Opportunities
- 6.3 Reduce Congestion
- 6.4 Safer Travel
- 6.5 Transport Hierarchy
- 6.6 'Decide and Provide' Approach
- 6.7 New Technology

If you do not want to answer questions about any of these policy ideas you can skip ahead by selecting the relevant option below.

Please select only one item

- Continue to policy ideas
- Skip to Policy Focus Area 7
- Return to the list of Policy Focus Areas
- Skip to the 'About you' section and submit

Policy idea 6.1 Movement and Place Plan

To develop a Movement and Place Plan for York which identifies how best to balance demands on streets, which need to offer space as a way to travel and as places where people live, shop and play. We will include a clear plan for each mode of transport (such as private vehicles, freight vehicles, public transport, emergency services, cycling, walking, etc.). As part of this Plan, we will carefully consider the future of the inner ring road.

1 Do you think we should introduce a specific network plan for each mode of transport on the road?

Please select only one item

Yes

No

Don't know

I feel this way because

2 To what extent do you agree or disagree that the inner ring road is fit for purpose?

The inner ring road includes the following roads (clockwise from York station): Queen Street, Station Road, Lendal Bridge, Museum Street, St Leonard's Place, Gillygate, Lord Mayor's Walk, Monkgate, Foss Bank, Jewbury, St Maurice's Road, Foss Islands Road, Barbican Road, Paragon Street, Fawcett Street, Fishergate, Tower Street, Skeldergate Bridge, Bishopgate Street and Nunnery Lane.

Please select only one item

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

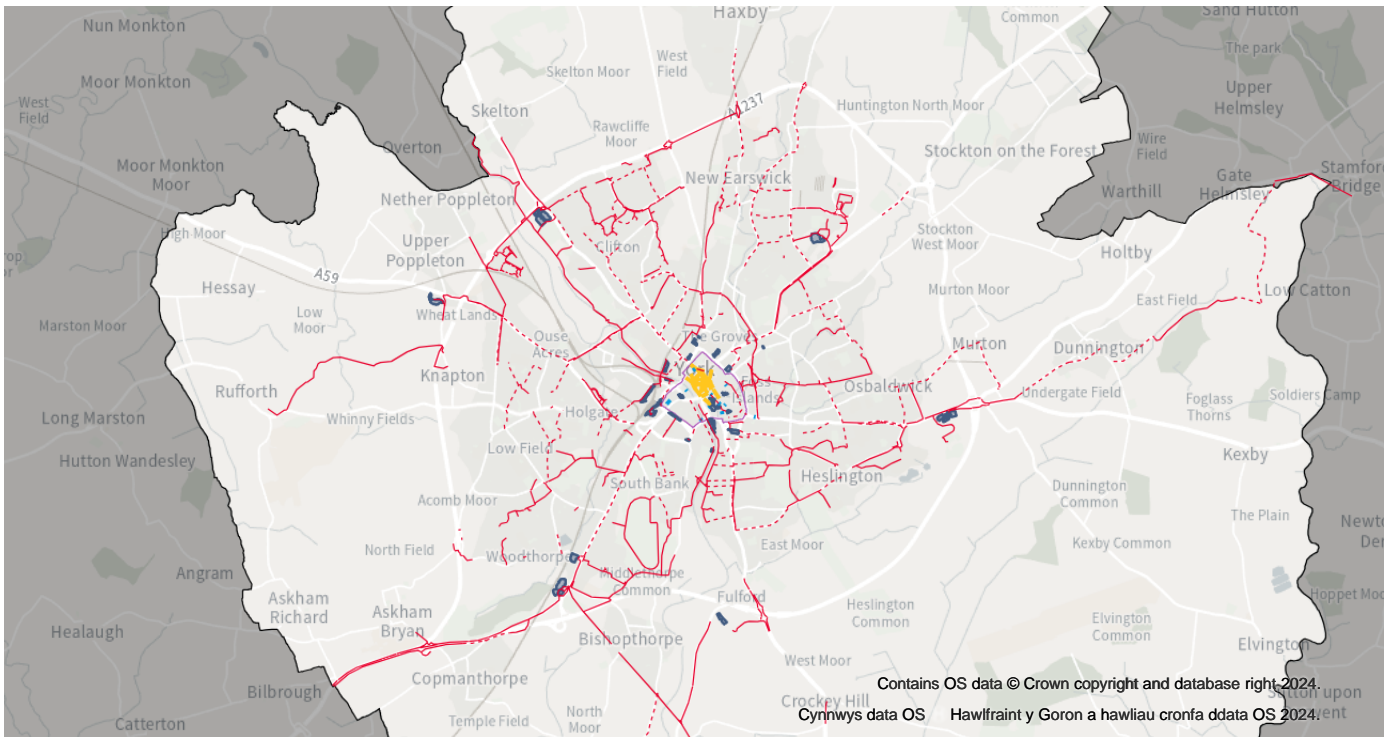
Don't know

I feel this way because

Policy idea 6.2 Movement and Place Opportunities

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

1 Please tell us about areas, both in the city and surrounding villages, where traffic affects how easily you can move around safely. For example, areas of pollution; where vehicles may travel faster; areas where crossings are not where you need them.



Key

- - - Cycle Routes (On Street)
- Cycle Routes (Off Street)
- Blue Badge Parking
- Footstreets
- Car Parks (Council)
- Car Parks (Commercial)
- City Walls Extent
- Outside response area

Please use the box below to tell us about areas, both in the city and surrounding villages, where traffic affects how easily you can move around safely. For example, areas of pollution; where vehicles may travel faster; areas where crossings are not where you need them.

Policy idea 6.3 Reduce Congestion

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

1 To what extent do you agree or disagree that the council should use network management tools to take a greater role in managing the following areas?

Strongly agree

Agree

Neither agree
nor disagree

Disagree

Strongly
disagreeDon't know / Not
applicable

Air pollution

Please select only one item

Accessibility

Please select only one item

Prioritising walking

Please select only one item

Prioritising cycling

Please select only one item

Prioritising wheelchairs and mobility aids

Please select only one item

Public transport

Please select only one item

I feel this way because

Policy idea 6.4 Safer Travel

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

1 Do you support the introduction of a 20mph default speed limit through residential areas, near schools, in villages and at retail areas and parks to make the area safer for road users?

Please select only one item

Yes

No

Don't know

I feel this way because

Policy idea 6.5 Transport Hierarchy

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

1 To what extent do you agree or disagree that we are currently maintaining our highways while minimising disruption and delays?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

Policy idea 6.6 'Decide and Provide' Approach

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

1 To what extent do you agree or disagree that we should adopt the 'Decide and Provide' approach when designing transport infrastructure and road improvement schemes?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

Policy idea 6.7 New Technology

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

- 1 Please tell us what you think we can do to safely manage the introduction of new technologies, such as self-driving vehicles and unmanned drones, into York's transport network?

End of policy focus area 6

1 Where next?

You have finished the questions about policy area 6. You can continue answering questions on the next policy area or choose to go somewhere else within the survey.

Please select only one item

- Continue to the next Policy Focus Area
- Return to the list of Policy Focus Areas
- Skip to the 'About you' section and submit

Policy focus area 7: Reduce car dependency

Vision

We will provide safe and comprehensive networks so that alternatives to the car are the obvious choice for a growing proportion of transport users, whilst enabling those who have to use motorised vehicles to get about more easily. We will manage parking to provide access for shops and business, while discouraging car use for journeys which could be made by sustainable modes.

New developments will be planned so that active travel and public transport are the obvious choice. We will also promote behavioural change by supporting people as they switch travel modes, for example, through travel planning. Together these changes will reduce the number of miles travelled on York's roads by at least 20% by 2030.

1 To what extent do you agree or disagree with this vision?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

2 How effective would these public transport measures be in encouraging you to travel more sustainably?

	Extremely effective	Very effective	Quite effective	Not very effective	Not effective at all	Don't know / Not applicable
More reliable bus service <i>Please select only one item</i>						
More frequent bus services <i>Please select only one item</i>						
More extensive bus network <i>Please select only one item</i>						
Better quality or electric buses <i>Please select only one item</i>						
Communications promoting bus safety <i>Please select only one item</i>						
Cheaper bus fares <i>Please select only one item</i>						
Loans to purchase a bus pass <i>Please select only one item</i>						
Flexible multi-bus service ticketing <i>Please select only one item</i>						

3 How effective would these traffic measures be in encouraging you to travel more sustainably?

	Very effective	Quite effective	Somewhat effective	Not very effective	Not effective at all	Don't know / Not applicable
Car sharing scheme <i>Please select only one item</i>						
More electric vehicle charging points <i>Please select only one item</i>						
Increased resident parking zones <i>Please select only one item</i>						
Further rollout of 20mph speed restrictions in residential areas <i>Please select only one item</i>						
Additional Low Traffic Neighbourhood schemes <i>Please select only one item</i>						

4 How effective would these active travel measures be in encouraging you to travel more sustainably?

Extremely effective Very effective Somewhat effective Not very effective Not effective at all Don't know / Not applicable

Loans to purchase bikes or e-bikes
Please select only one item

Access to e-scooters
Please select only one item

More secure cycle storage
Please select only one item

Dedicated cycle routes
Please select only one item

Maintenance of cycle routes
Please select only one item

Well-lit cycle routes
Please select only one item

Safer cycling routes
Please select only one item

5 How effective would these walking measures be in encouraging you to travel more sustainably?

Extremely effective Very effective Somewhat effective Not very effective Not effective at all Don't know / Not applicable

Safer crossing points on walking routes
Please select only one item

Easier crossing points on walking routes
Please select only one item

Well lit walking routes at night
Please select only one item

Dedicated walking routes away from busy roads
Please select only one item

6 How effective would these travel reduction measures be in encouraging you to travel more sustainably?

Extremely effective Very effective Somewhat effective Not very effective Not effective at all Don't know / Not applicable

Better broadband

Please select only one item

Better space for working from home

Please select only one item

Better space for working near home (eg, shared offices near where I live)

Please select only one item

More flexibility from employers to work from home

Please select only one item

A better range of shops and services near to where I live

Please select only one item

7 Where next?

The following pages contain questions about the policy ideas listed below:

- 7.1 School and Work
- 7.2 Businesses
- 7.3 Campaigns
- 7.4 Travel Schemes
- 7.5 Car Parking Strategy
- 7.6 Residents' Parking Scheme
- 7.7 Car Parking in Private Ownership
- 7.8 Car Parking in New Developments
- 7.9 Information to Help Plan Your Journey

If you do not want to answer questions about any of these policy ideas you can skip ahead by selecting the relevant option below.

Please select only one item

Continue to policy ideas

Skip to Policy Focus Area 8

Return to the list of Policy Focus Areas

Skip to the 'About you' section and submit

Policy idea 7.1 School and Work

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

1 To what extent do you agree or disagree that we should encourage more walking and cycling to schools?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

Policy idea 7.2 Businesses

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

1 Would support from your employer (or organisation that you volunteer with) help you make the change to travelling more sustainably?

Please select only one item

- I already travel sustainably
- Yes
- No
- Maybe
- Don't know

I feel this way because

Policy idea 7.3 Campaigns

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

1 Would you support more campaign work to encourage people to use alternatives to their car?

Please select only one item

- Yes
- No
- Maybe
- Don't know

If yes, what kind of campaign and for who?

Policy idea 7.4 Travel Schemes

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

1 To what extent do you agree or disagree that we should promote car-share and aim to have a car club within 500m of where people live?

Please select only one item

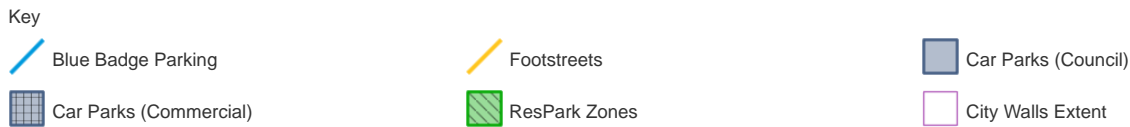
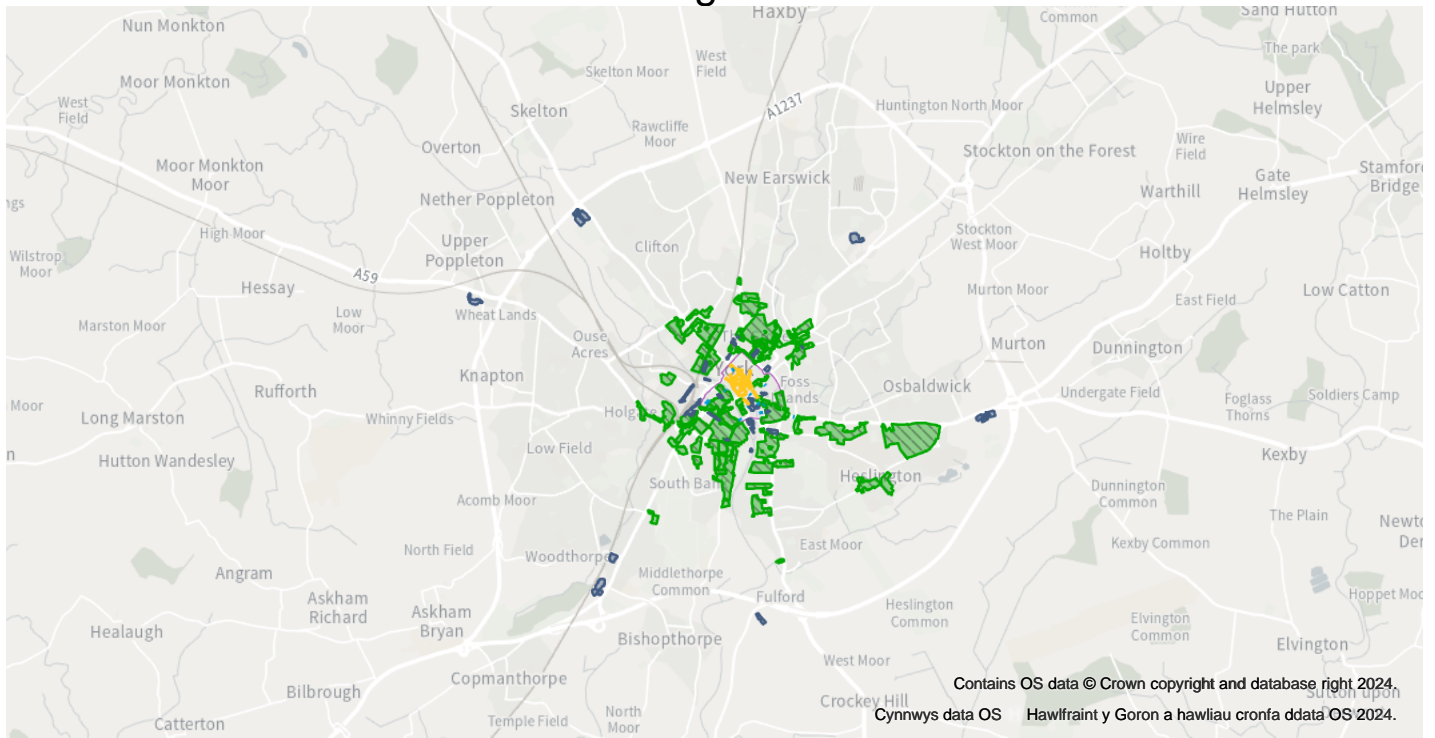
- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

Policy ideas 7.5, 7.6 and 7.7 Car Parking Strategy and Residents' Parking

The next three policy ideas relate to York's car parks, car parking strategy and residents' parking scheme. The map below is included to provide information about existing car parking provision in the city to add context to the policy questions on the following pages.

There is no question on this page.



Policy idea 7.5 Car Parking Strategy

To develop a car parking strategy to cover all **council managed parking** <<https://www.york.gov.uk/CarParks>> (this link opens in a new window) within 400m of the city centre, which looks at parking needs, and sets parking charges which will make it more attractive to use Park & Ride or the bus, or to walk, wheel or cycle instead. We will set council managed car park supply to satisfy requirements for essential journeys to the city centre, and take steps to enhance the quality of that parking provision.

1 To what extent do you agree or disagree with developing a car parking strategy which offers space for essential journeys, while making Park & Ride, walking and cycling more attractive?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

Policy idea 7.6 Residents' Parking Scheme

We will keep reviewing our **Residents' Parking Scheme** <<https://www.york.gov.uk/ResPark>> (this link opens in a new window) to ensure it delivers our policy and works to the benefit of all residents. Residents parking schemes allow you to park in your community, and they could be extended to cover all areas of the city, with an aim to reduce non-residents using residential streets for long-stay parking. On-street car parking may need to be moved to create space for bus and cycle facilities (in line with the council's adopted hierarchy of road users see Policy Idea 2.1). Where this results in a dedicated disabled bay needing to be moved the council will provide an alternative car parking space within 150m (or preferably less) of their home, with an accessible route between the resident's home and the disabled car parking bay. We also will work with blue badge holders to do the same where possible.

1 To what extent do you agree or disagree with extending residents' parking zones to include areas not currently covered?

Please select only one item

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Don't know

I feel this way because

Policy idea 7.7 Car Parking in Private Ownership

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

1 How can private car parks be managed to help reduce congestion and the impact of cars in the city centre?

Policy idea 7.8 Car Parking in New Developments

To adopt standards for maximum levels of parking provided in new property developments which meet the objectives of this Local Transport Strategy and the [draft Local Plan](https://www.york.gov.uk/LocalPlan) <<https://www.york.gov.uk/LocalPlan>> (this link opens in a new window). We will also encourage developers to reduce parking provision to below these maximum standards when considering planning applications.

1 To what extent do you agree or disagree with adopting revised standards of parking provision within new developments, working with developers to reduce the impact of private cars on our roads?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

Policy idea 7.9 Information to Help Plan Your Journey

To share sustainable transport options and developing travel plans.

1 Please tell us where you find out about travel options at the moment?

Please select all that apply

- Online
- Print
- App
- Stations
- Bus stops
- Other

If you selected 'Other', please specify:

End of policy focus area 7

1 Where next?

You have finished the questions about policy area 7. You can continue answering questions on the next policy area or choose to go somewhere else within the survey.

Please select only one item

- Continue to the next Policy Focus Area
- Return to the list of Policy Focus Areas
- Skip to the 'About you' section and submit

Policy focus area 8: Improving freight and logistics

Vision

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

1 To what extent to you agree or disagree with this vision?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

2 If you work in the distribution or delivery industry, or live nearby to places which receive a lot of deliveries, please tell us about your experiences.

3 Where next?

The following pages contain questions about the policy ideas listed below:

- 8.1 Freight and Logistics
- 8.2 Delivery in Footstreets
- 8.3 Freight Access

If you do not want to answer questions about any of these policy ideas you can skip ahead by selecting the relevant option below.

Please select only one item

- Continue to policy ideas
- Skip to Policy Focus Area 9
- Return to the list of Policy Focus Areas
- Skip to the 'About you' section and submit

Policy idea 8.1 Freight and Logistics

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

1 To what extent do you agree or disagree with developing a strategy to support businesses and their freight needs, while reducing negative impacts of heavy vehicles?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

Policy idea 8.2 Delivery in Footstreets

To reduce the number of delivery vehicles travelling in to the footstreets area, we will look at providing facilities on the edge of our footstreets area where items being delivered and delivered into the footstreets area by smaller vehicles (for example cargo bikes). We will work with businesses to understand the impact of a limit on all freight movements within the city centre. We will also promote and support the use of cargo bikes.

1 To what extent do you agree or disagree with promoting and supporting the use of cargo bikes across York?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

2 If you work in, or take deliveries in, the footstreets area, please tell us about your experiences.

Policy idea 8.3 Freight Access

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

1 To what extent do you agree or disagree do you agree with the development of a road network for vehicles over 7.5 tonnes which allows for access to key destinations but takes these vehicles away from narrow and residential roads?

Please select only one item

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Don't know

I feel this way because

End of policy focus area 8

1 Where next?

You have finished the questions about policy area 8. You can continue answering questions on the next policy area or choose to go somewhere else within the survey.

Please select only one item

Continue to the next Policy Focus Area

Return to the list of Policy Focus Areas

Skip to the 'About you' section and submit

Policy Focus Area 9: Effective maintenance and enforcement and management of streetworks

Vision

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

1 To what extent do you agree or disagree with this vision?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

2 Do you agree that effective maintenance of the network, and enforcement of traffic rules, will contribute to delivering our sustainable travel ambitions?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

I feel this way because

3 Where next?

The following pages contain questions about the policy ideas listed below:

- 9.1 Pavement Maintenance
- 9.2 Traffic Enforcement

If you do not want to answer questions about any of these policy ideas you can skip ahead by selecting the relevant option below.

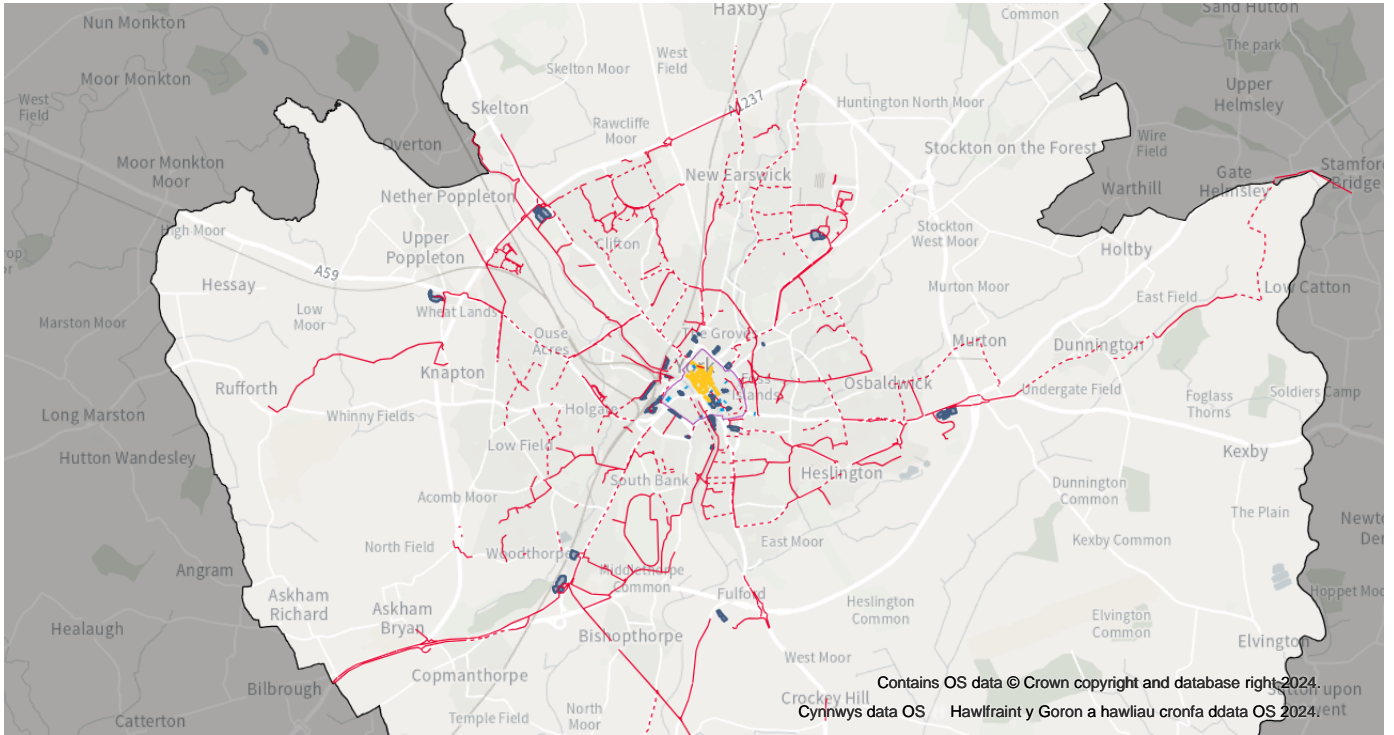
Please select only one item

- Continue to policy ideas
- Skip to Policy Focus Area 10
- Return to the list of Policy Focus Areas
- Skip to the 'About you' section and submit

Policy idea 9.1 Pavement Maintenance

We will work with the [incoming mayor of the York and North Yorkshire Combined Authority](https://www.york.gov.uk/devolution) (this link opens in a new window) to improve and maintain pavements, cycleways and the margins of roads used by many cyclists.

1 Please tell us about any areas in York where you would like to see improvements made to pavements and cycleways. You can do this either on the map or using the text version of the question.



Key

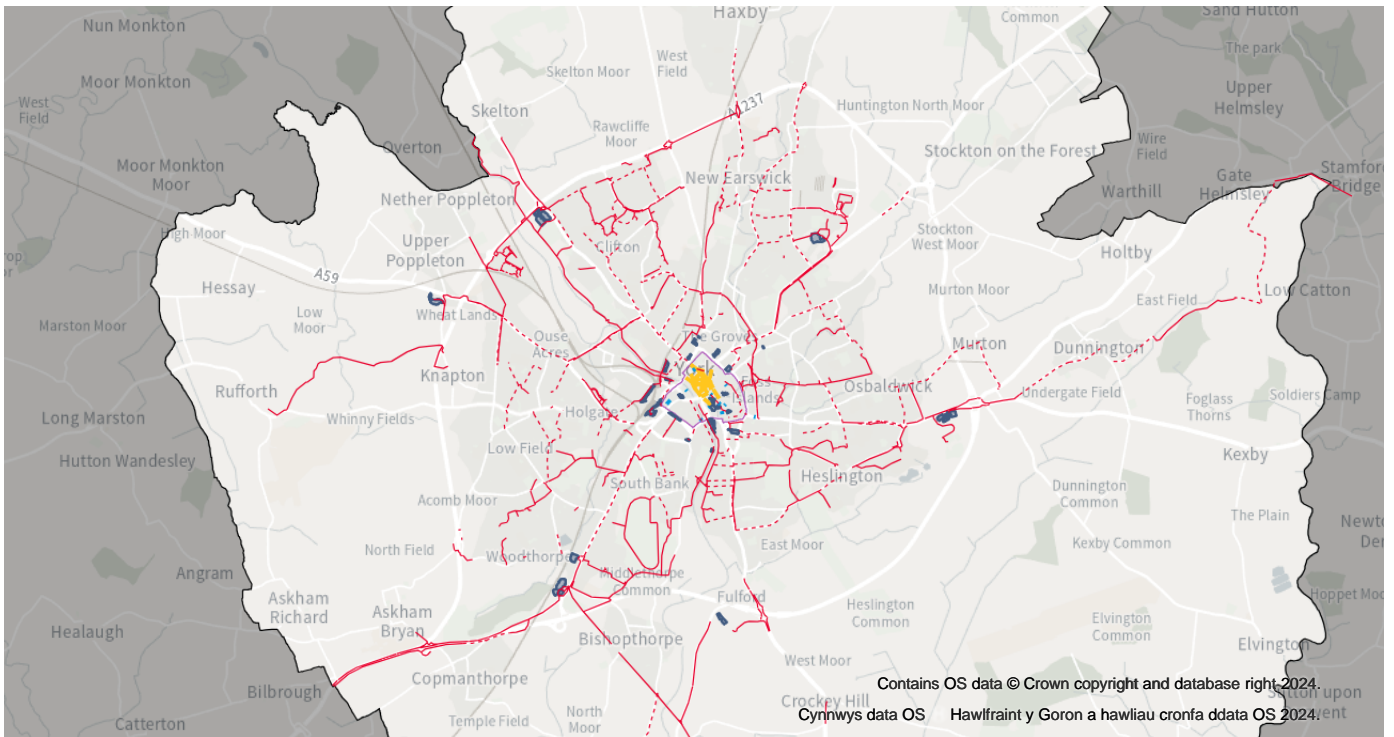
- - - Cycle Routes (On Street)
- Cycle Routes (Off Street)
- Blue Badge Parking
- Footstreets
- Car Parks (Council)
- Car Parks (Commercial)
- City Walls Extent
- Outside response area

Please use the box below to tell us about any areas in York where you would like to see improvements made to pavements and cycleways.

Policy idea 9.2 Traffic Enforcement

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

1 Please tell us where you currently experience problems caused by traffic not abiding by the rules (for example parking on double yellow lines, at box junctions, through bus-only roads, red light jumping). You can do this either on the map or using the text version of the question.



Key

- Cycle Routes (On Street)
- Cycle Routes (Off Street)
- Blue Badge Parking
- Footstreets
- Car Parks (Council)
- Car Parks (Commercial)
- City Walls Extent
- Outside response area

Please use the box below to tell us about where you currently experience problems caused by traffic not abiding by the rules (for example parking on double yellow lines, at box junctions, through bus-only roads, red light jumping).

End of policy focus area 9

1 Where next?

You have finished the questions about policy area 9. You can continue answering questions on the next policy area or choose to go somewhere else within the survey.

Please select only one item

- Continue to the next Policy Focus Area
- Return to the list of Policy Focus Areas
- Skip to the 'About you' section and submit

Policy Focus Area 10: Monitoring the transport network and financing the changes

Vision

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

1 To what extent do you agree or disagree with this vision?

Please select only one item

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

I feel this way because

2 Measuring and monitoring travel in York will enable us to understand if our policies are successful. Would you be willing to join a transport focus group and tell us about your travel experiences every year?

Please select only one item

- Yes
- No

If Yes, please could you provide a contact name

If Yes, please could you provide an address

If Yes, please could you provide an email address

3 Where next?

The following page contains questions about the policy idea listed below:

10.1 Work with the Mayor

If you do not want to answer questions about this policy idea you can skip ahead by selecting the relevant option below.

Please select only one item

- Continue to policy idea
- Return to the list of Policy Focus Areas
- Skip to the 'About you' section and submit

Policy idea 10.1 Work with the Mayor

We will work with the [incoming mayor of York and North Yorkshire](https://www.york.gov.uk/devolution) <<https://www.york.gov.uk/devolution>> (this link opens in a new window) to access funding to deliver our vision of a transport system in York. We will work with the mayor to develop a monitoring and appraisal system to assess the impact of our transport policies, and have a list of schemes for consideration by the Combined Authority and DfT for funding.

1 Many of the changes we need to make will require significant sums of money. We will have to choose which schemes to prioritise based on cost-effectiveness and maximum benefit. Which type of transport schemes would you like to see prioritised?

Please select all that apply

- Schemes that improve reliability of buses
- Schemes that make cycling safer
- Schemes that improve accessibility
- Schemes that ease traffic congestion
- Something else

If you selected 'Something else', please specify:

End of policy focus area 10

1 Where next?

You have finished the questions about policy area 10. You can continue to the 'About you' section or choose to go somewhere else within the survey.

Please select only one item

- Return to the list of Policy Focus Areas
- Continue to the 'About you' section and submit

About you

1 Your age: (please select the appropriate range)

Please select only one item

- Prefer not to say
- Under 16
- 16 to 24
- 25 to 39
- 40 to 55
- 56 to 59
- 60 to 64
- 65+

2 Your gender:

Please select only one item

- Prefer not to say
- Male
- Female
- Non-binary/Gender variant

3 Is the gender you identify with the same as your sex registered at birth?

Please select only one item

- Prefer not to say
- Yes
- No

4 What is your ethnic group?

Please select only one item

- Prefer not to say
- White - English/Welsh/Scottish/Northern Irish/British
- White - Irish
- White - Gypsy or Irish Traveller
- White - Roma
- Any other White background
- Mixed - White and Black Caribbean
- Mixed - White and Black African
- Mixed - White and Asian
- Any other Mixed/multiple ethnic background
- Asian - Indian
- Asian - Pakistani
- Asian - Bangladeshi
- Asian - Chinese
- Any other Asian background
- Black - African
- Black - Caribbean
- Any other Black/Black British/African/Caribbean background
- Other - Arab
- Any other ethnic background

5 Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

Please select only one item

- Prefer not to say
- Yes
- No

6 If you answered "Yes" above, do any of your conditions or illnesses reduce your ability to carry out day-to-day activities?

Please select only one item

- A lot
- A little
- Not at all

7 What is your religion or belief?

Please select only one item

- Prefer not to say
- Buddhist
- Christian
- Hindu
- Jewish
- Muslim
- Sikh
- No religion
- Other

8 Which of the following best describes your sexual orientation?

Please select only one item

- Prefer not to say
- Bisexual
- Gay or Lesbian
- Heterosexual/straight
- Other

9 Do you look after, or give any help or support to, anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age? (Excluding anything which is part of paid employment)

Please select only one item

- Prefer not to say
- Yes
- No

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