

Meeting	Economy and Place Policy and Scrutiny Committee
Date	21 December 2021
Present	Councillors Norman (Chair), Daubeney (Vice-Chair), Douglas, Hook, Hunter, Pearson and D Taylor

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## 6. **Declarations of Interest**

Members were invited to declare at this point in the meeting any personal interests not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests, that they might have in the business on the agenda. No interests were declared.

## 7. **Minutes**

Resolved: That the minutes of the meetings held on 25 May 2021 and 27 July 2021 be approved as a correct record, to be signed by the Chair at a later date.

## 8. **Public Participation**

It was reported that there had been no registrations to speak at the meeting under the Council's Public Participation Scheme.

## 9. **Local Transport Plan**

The Sustainable Transport Manager gave a presentation on the Local Transport Plan 4 (LTP 4). He outlined the LTP activity so far and expected timescales and gave an update on the progress of the carbon strategy, the Local Plan, economic strategy, transport asset base and traffic issues and the outcome of Our Big Conversation. He gave an overview of emerging themes which included looking at changing behaviours, reducing the need to travel, decarbonising the vehicle fleet, charging schemes and other areas of transport policy making outside the categories the Department for Transport (DfT) has so far specified for the next round of LTPs. He then explained the expected timelines for the LTPs for which the new guidance was expected in February 2022.

The Sustainable Transport Manager was joined by the Head of Highways and Transport and Corporate Director of Place in answering the following questions from Members:

- The Head of Highways and Transport was looking into the transshipment of goods to local areas, particularly the city centre, with freight companies. This included a feasibility study and pilot looking at the use of multi modal hubs around the city. In addition, they were having conversations with the rail industries. These included discussion on the sustainable shipment of gas. It was highlighted that from March to autumn 2022 the movement of small parcels would be examined with the involvement of companies using e-cargo bicycles.
- Regarding the impact of homeworking there would need to be flexibility in how to implement measures around transshipment.
- Regarding the timelines and report to Executive, there was a complexity of issues affecting timeframes. The DfT requirement for the LTP would influence thinking and the council would need their view on the decarbonisation of its fleet. Additionally, the outcomes of Our Big Conversation (which would feed into the LTP) and clear areas of tension between the work of this committee and the Climate Change Policy and Scrutiny Committee needed to be considered. The impact of devolution was needed as there would be unitary elections in May 2023(?) and the formation of a shadow authority which would operate alongside the existing authorities.
- Concerning York Central, Members were advised that outline planning permission had been granted for the development as a whole and the specifics would be part of a reserved matters application.
- The report to Executive would be based on guidance on the LTP and emerging priorities from Our Big Conversation, Climate Change Policy and Scrutiny Committee, the economic strategy and transport strategy.
- The council was working on LTP 4 (LTP 3 was delivered in 2011). The potential scope of LTP 4 would address transport accessibility in terms of travelling around the city using different modes of transport. The general principles would be set out in the main LTP document and the information on individual modes of transport would be set out in the 'daughter' documents.
- With regard to car parking and the extent to which it was likely to define the overarching strategy, the DfT guidance would be used. It was highlighted that the car parking strategy would need to take

account of the climate change strategy and economic strategy. The complexities and challenges around car parking on residential properties was noted.

- The Bus Service Improvement Plan was published in October in response to a DfT request and was available on the iTravel website. DfT are currently reviewing and an announcement for funding on this was expected in February 2022.
- An update on the progress of investment in new traffic modelling software was given. It was noted that this included real time modelling which could be used to project traffic movement in real time and interact with CYC's Urban Traffic Control System.
- With reference to the collection of data to inform strategy, it was explained what sources were used and noted that the council was awaiting advice from the DfT on how modelling should be undertaken to reflect the impact of COVID. Members were advised that there may be some mandated models included with the LTP guidance, as this has been the case with previous LTPs.
- An update on Traffic Regulation orders (TROs) was given.
- Pertaining to the need for a joined up cohesive transport system to enable people to travel from A to B, this was a complicated issue and an important role of the LTP was to determine how this would be delivered. It was noted that there was a need to compromise which modes of transport would take priority as there were areas of highway travel where compromises needed to be made, for example on Tadcaster Road.

Resolved: That the update on the LTP be noted.

Reason: In order to be kept up to date on the LTP.

## **10. 2021/22 Finance & Performance Monitor 2 Report**

Members considered a report that provided details of the 2021/22 forecast outturn position for both finance and performance across services within the Place Directorate. The report incorporated data to Sept 2021 as reported to Executive on 18 November 2021. Annex 1 detailed the Place Core Indicators and Annex 2 the Scrutiny Performance Scorecard The Finance Manager gave an overview of the report highlighting that the directorate was forecasting an underspend totalling £53k (including commercial portfolio). He noted that second quarter had seen an increase

in income levels and the directorate was heavily dependent on income levels.

In response to Member questions, officers clarified:

- The reasons for the overspend of £277k on commissioning design and facilities management (schools) being as a result of fixed fees and the need to bring in external staff. It was noted that structures in this area were being reviewed and schools were being consulted.
- Regarding factors identified for the reduction in cycling (included in the Key Performance Indicators detailed at Annex 2) 2020 was an outlier as universities and schools were big drivers of cycle movements and were closed for much of that year. The reduction in cycling may also likely to have been linked to how the data was collected. It was noted that the changes in the working patterns from people working from home impacted this, for example bus usage was also down 75% that year. The potential of using floating mobile data for looking at journeys in suburban areas was noted and that the DfT was becoming more focussed on travel and evaluation. The Executive Member for Transport noted that the iTravel team had been using the better points app which could potentially give data on all modes of travel.
- That the Head of Economic Growth would be able to advise on gross medium pay and the gender pay gap.

Resolved: That the 2021/22 Finance & Performance Monitor Report be noted.

Reason: To be updated on the finance and performance position.

## 11. **Work Plan**

Members considered the Work Plan for the remainder of the 2021-22 municipal year. The Corporate Director of Place advised that North Yorkshire LEP had offered to attend a future meeting. Concerning the York Central update item for the meeting on 25 January 2022, he advised Members that this had been reported to the Customer and Corporate Services Scrutiny Management Committee on 1 November. Members clarified that they wished to examine the transport and sustainability element of York Central with the landowners.

Following discussion it was agreed that the Make it York item would be moved to the meeting on 26 April 2022.

Resolved: That the work plan be updated to reflect the above change.

Reason: In order to have an up to date work plan.

Cllr Norman, Chair

[The meeting started at 5.30 pm and concluded at 7.25 pm]