



Notice of a public meeting of

Economy and Place Policy and Scrutiny Committee

- To:** Councillors Norman (Chair), Daubeney (Vice-Chair), Douglas, Hook, Hunter, Pearson and D Taylor
- Date:** Thursday, 10 February 2022
- Time:** 5.30 pm
- Venue:** Remote via Zoom

AGENDA

1. Declarations of Interest

At this point, Members are asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which they may have in respect of business on this agenda.

2. Minutes

(Pages 1 - 6)

To approve and sign the minutes of the Economy and Place Policy and Scrutiny Committee meeting held on 21 December 2021.

3. Public Participation

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the committee.

Please note that our registration deadlines have changed to 2 working days before the meeting, in order to facilitate the management of public participation at remote meetings. The deadline for registering at this meeting is 5:00pm on Tuesday 8 February 2022.

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've made some changes to how we're running council meetings. See our coronavirus updates (www.york.gov.uk/COVIDDemocracy) for more information on meetings and decisions.

4. Update on Carbon Reduction (Pages 7 - 38)

This paper provides an update on carbon reduction activity across the council over the last 12 months.

5. York Central Update (Pages 39 - 48)

The report for this item provides an update on how the Highway Authority propose to undertake the regulatory tasks for the York Central Development.

The Committee will also receive a verbal update from the Corporate Director of Place on mitigations to the climate change impacts of York Central.

6. Work Plan (Pages 49 - 50)

To consider the workplan for the remainder of the municipal year.

7. Urgent Business

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

Democracy Officer:

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For more information about any of the following please contact the 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 własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

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City of York Council

Committee Minutes

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

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]

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Economy & Place Scrutiny Committee**10 February 2022**

Report of the Assistant Director Policy and Strategy

Portfolio of the Executive Member for Environment and Climate Change

Carbon Reduction Update**Summary**

1. In 2019, the council declared a climate emergency and set an ambition for York to be a net zero carbon city by 2030.
2. This paper provides an update on carbon reduction activity across the council over the last 12 months.
3. The first York Climate Change Strategy will provide the framework for collective action to realise our ambition and the strategic objectives that the city will work towards.
4. Emissions from the council's corporate activity have reduced by 38% since 2005. We are on track to reduce our direct emissions to net zero by 2030.
5. Reflecting the ambition to be net zero carbon by 2030, there is already a significant programme of carbon reduction activity underway across the council.

Recommendation

6. Scrutiny members are asked to note the content of this report.

Climate Change Strategy

7. The York Climate Change Strategy combines a robust scientific evidence base with extensive stakeholder and resident engagement, through Our Big Conversation, to create a framework for citywide action that can achieve our net zero carbon ambition.
8. The Strategy includes the first greenhouse gas emissions inventory for the city (figure 1) which shows total direct carbon dioxide equivalent (CO₂e) emissions for York in 2018 were 936,000t. Existing buildings are responsible for around 60% of our emissions, with space heating and hot water being the main source. Transport is the other significant contributor, with the majority of these emissions coming from road travel.

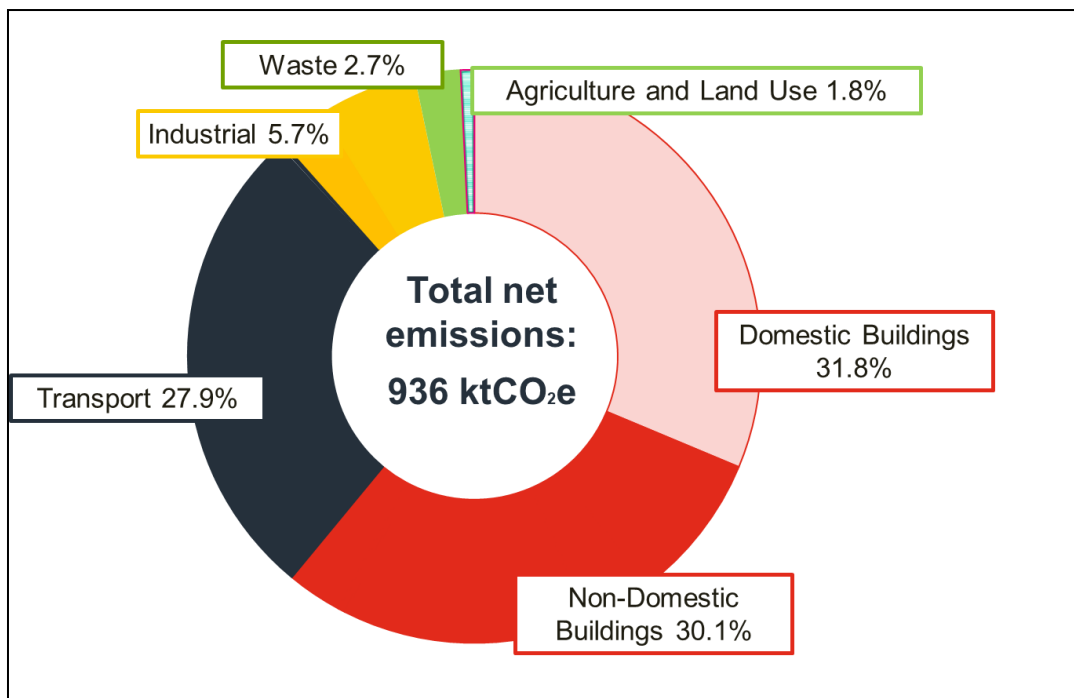


Figure 1: York Greenhouse Gas Emissions Inventory (source: SCATTER)

9. A roadmap has been developed based on four strategic approaches:
 - i. Significant emissions reduction consisting of actions that can be delivered with currently available technology, deployment rates and policy as described by the 'High Ambition decarbonisation pathway';

- ii. Going beyond the high ambition when new technology, deployment and policy mechanisms challenging central government and key organisations to help us to go further faster;
 - iii. Removing remaining emissions from the atmosphere through nature based and technological solutions (Insetting and Offsetting); and
 - iv. Being prepared for a changing climate and extreme weather events now through the development of appropriate plans and investment opportunities
10. The strategy will embed a series of core principles throughout the strategic framework covering:
 - a) Increasing collaboration and cooperation
 - b) Adapting to change
 - c) Building inclusive, healthy, sustainable communities
 - d) Creating new employment and investment opportunities
 - e) Providing accurate information
11. Strategic Objectives consider the local challenges and opportunities in York. The objectives cover the core themes of Buildings, Transport, Industrial & Commercial, Waste, Natural Environment and Energy Supply.
12. The Strategy identifies potential economic, social and environmental co-benefits for York including:
 - Significant financial savings for residents and businesses from energy bills
 - Creation of new employment across the city
 - Support for thousands of households across the city that are in fuel poverty
 - Improvements to local air quality
 - Making the city's homes warmer, safer and more comfortable
 - More green spaces across the city and increased biodiversity
13. The Strategy provides case studies and examples of carbon reduction best practice from across the city and sets out the monitoring framework, which includes transparent reporting through the York Open Data Platform.

Strategic alignment

14. The Climate Change Strategy will be ready for adoption at the same time as the emerging Economic Strategy and 10-year plan. In addition, the health and wellbeing strategy is due to be refreshed this year.
15. To be successful, each of these strategies will require a city-wide approach with the council, residents, partners and businesses working together to achieve the objectives.
16. The strategies are now being iteratively aligned through internal workshops, by checking the strategic ambition, objectives, tone and pace are consistent with each other and that there are no unintended consequences or missed opportunities.
17. Strategies will then be refined with resident, community groups and scrutiny consultation and further engagement (this includes the next phase of Our Big Conversation).
18. Strategies will be presented to show their interdependencies and links to other strategies. They will share components such as using case studies to share real examples and executive summaries that highlight the interdependencies.
19. Each strategy, by its nature, is interdependent, city wide and provides a focal point for partners and stakeholders to work together on behalf of the city.
20. By articulating our ambition in health, environment and the economy, we will also be better prepared to influence emerging regional infrastructures, such as the Integrated health and care system (ICS) or the recently announced Mayoral Combined Authority (MCA).
21. In addition, the strategies will inform the 10 year plan which is currently being developed with partners and aims to establish conditions that better support York throughout the next decade.

22. More information about the Climate Change Strategy is in **Annex A: Climate Change Strategy Update**.

Corporate Emissions

23. Carbon Emissions associated with the council's corporate activity has been reported for the first time, covering the financial year 2020/21:

Source	Unit	Total	CO ₂ e	Cost (£)
CYC buildings – Electricity	kWh	5,407,807	-	£816,283
Street lighting – Electricity	kWh	6,011,316	-	£894,947
CYC buildings - Gas	kWh	9,518,654	1,713	£289,918
CYC buildings - Water	m ³	54,559	23	£110,957
Corporate Waste (total)	tonnes	222	5	
Recycling		31	1	
CYC Fleet (total)		710,511	1,904	
Gasoil	ltrs	38,476	103	£699,148
Diesel		672,036	1,801	
Business travel (Total)		NA	12	
Flights		-	-	
Trains		NA	1	
Hotels		NA	2	
Car Club (total)	miles	38,750	10	£166,584
Diesel		749	0	
Unleaded		25,734	7	
Hybrid		12,066	2	
Electric		201	0	
Land use	Trees	230	-22	
Total			3,635	£2,977,837

24. The council's corporate emissions account for 3.8% of citywide greenhouse gas emissions, demonstrating the importance of collaboration and cooperation to deliver out net zero ambition.
25. Based on the current available data, our fleet and gas consumption account for the majority (98.7%) of our corporate emissions.
26. Since April 2020, we now purchase 100% renewable electricity, reducing our emissions by approximately 3,800tCO₂/yr. Electricity consumption, however, still accounts for significant cost and opportunities to reduce demand should still be considered for financial benefits.

Project Updates

Natural environment: York Community Woodland

27. The Council has appointed Forestry England as delivery partner to create and maintain the York Community Woodland, a new 78ha green amenity space with over 6km of trails and over 100,000 trees located to the west of Knapton.
28. Forestry England are utilising funding secured through DEFRA's Trees for Climate Fund to deliver and maintain the woodland at no cost to the council – a saving of almost £1m.
29. The project has been co-designed with considerable community involvement and will deliver on the original objectives to:
 - a) Increase amenity green space for improving physical and mental health and wellbeing
 - b) Provide carbon sequestration – the woodland will absorb over 26,000t of carbon over the next 40 years.
 - c) Creates a diverse wildlife habitat that increases biodiversity
 - d) Provides new employment, volunteering and nature based learning opportunities
 - e) Create Opportunities for greater public involvement in nature, improving awareness of, and skills for, nature conservation
30. The project was selected by the Local Government Association as a [best practice case study](#) for community involvement in a nature based climate change solution during CoP26.
31. The woodland is at the heart of York's successful bid to be a Champion City for the [Queens Green Canopy](#) and will host an iconic tree-planting event to celebrate the platinum jubilee.

Transport

32. We completed the purchase of two EV refuse trucks, reducing emissions from our waste fleet and have plans to transition all corporate vehicles less than 3.5t to electric over the next 4 years

33. Significant increase and improvements to the electric vehicle charging infrastructure across the city, including the planned opening of the new Hyper Hubs at Poppleton Bar and Monks Cross.

Waste: circular economy

34. SMEs in York have been provided with the opportunity to participate in the Yorkshire Circular Economy pilot; supporting our businesses to reduce waste and resource use, leading to environmental and financial savings.

Buildings: Energy

35. Secured over £3m of central government funding to deliver home energy efficiency improvements and renewable energy installations as part of the Home Upgrade Grant (HUG) scheme.

Increasing collaboration and cooperation

36. On 10th November, we hosted the Net Zero Building Solutions event at York Community Stadium. The day included a series of presentations and an exhibition of net zero building solutions to over 60 attendees.
37. In August, we launched the Climate Change E-newsletter, which now has over 300 subscribers. The newsletter provides latest news of projects and programmes tackling climate change from across the city.

Council Plan

38. The Climate Change Strategy relates to the ambitions for York to achieve net zero carbon and the Greener and Cleaner outcome.

Implications

- **Financial** – No comments received
- **Human Resources (HR)** – There are limited HR implications associated with this update report. There are existing and sufficient arrangements in place for all services in the event of extreme weather

impacting on staff / services which would include the implementation of individual business continuity plans. There is also advice available for staff where their working hours are affected by severe weather. Any additional CYC employment opportunities that become available as a result of funding projects will be advertised in line with current HR recruitment processes.

Staff will be made aware of the climate change strategy and how they can make a contribution in their role and be part of the big conversation.

- **Equalities** – There are no equalities implications associated with this report. Equalities implications will be considered when looking at the specific actions set out in the strategy to identify if people with protected characteristics are treated less favourably
- **Legal** – No implications noted
- **Crime and Disorder** – No implications noted
- **Information Technology (IT)** – Deployment of IoT sensors will be used on our new housing stock to monitor and manage the energy performance of new homes
- **Property** – Contained in the report and the proposed Forestry England lease for Knapton as reported to Executive previously is currently being drafted by property and legal officers
- **Other**

Risk Management

23. The following risks are associated with this report:

- A lack of stakeholder engagement could produce a Climate Change Strategy that does not reflect the whole city and therefore falls short of our ambitions. The second phase of Our Big Conversation has been designed in a way to ensure as broad participation as possible with opportunities for greater insight from identified groups.
- National emissions data is used to apportion local emissions reporting. This may not be an accurate reflection of actual emissions associated city activity. We are working with partners to develop a consistent methodology to measure a more accurate local impact.

- With a 2.5 year time lag for the data, it will be some time before the impact of policies is really understood. This brings a risk that inadvertent and negative impacts aren't acted on quickly enough. To mitigate this risk the council will work with city partners, and draw on available evidence to better understand impact until the accurate data is available

Contact Details

Author:

Shaun Gibbons
Head of Carbon Reduction

Chief Officer Responsible for the report:

Claire Foale
Assistant Director Policy and Strategy

Report Approved Date 2/2/22

Wards Affected:

All

For further information please contact the author of the report

Annexes

Annex A: Climate Change Strategy Update

Background papers

York Community Woodland

https://democracy.york.gov.uk/documents/s151731/Exec%20Report_YCW_26%20Aug%202021.pdf

<https://democracy.york.gov.uk/documents/s151994/EMDS%20report%208%20Sept%202021%20York%20Community%20Woodland.pdf>

Emissions Reporting

https://democracy.york.gov.uk/documents/s153499/EMDS_Corporate%20Emissions%20Report_2021.pdf

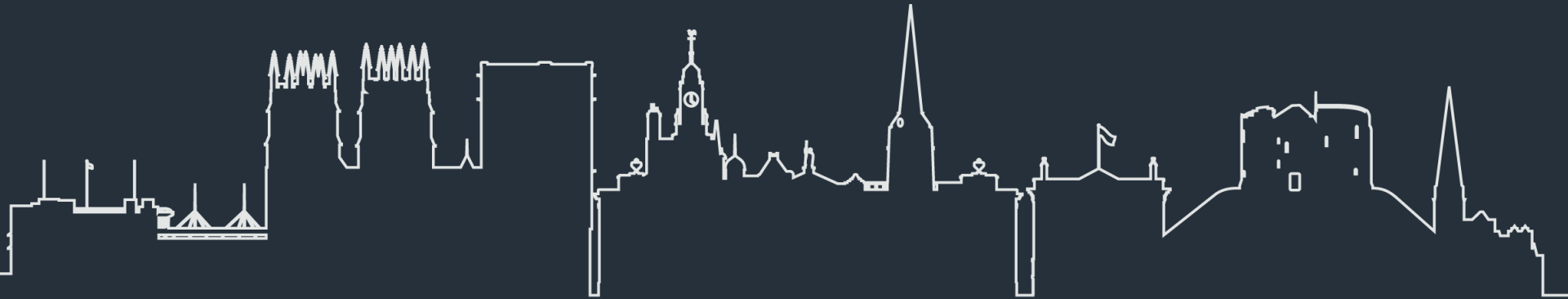
https://democracy.york.gov.uk/documents/s153498/EMDS_York%20Emissions%20Inventory%20Report_2021.pdf

General

<https://www.york.gov.uk/ClimateChange>

Strategic alignment

Climate change scrutiny



Together with partners and residents,
we are establishing the conditions
to deliver a 10 year plan
that improves the lives and livelihoods of all
York residents



Working together to improve and make a difference

The regional context is changing ...

- Over the next decade the below regional infrastructures are proposed that will open up longer-term opportunity.
- Whilst we are awaiting clarity about timings ...
- We need to know how York could best benefit from these **now** to influence the development and benefit later

Emerging regional infrastructure brings devolved powers and greater collaboration

Strategic partnership
with North Yorkshire

Mayoral Combined
Authority

Integrated Health and
Care System

Development of the strategies

- By articulating our ambition in health, environment and the economy, we will be better prepared to influence the emerging regional infrastructures.
- We have been developing strategies that align to council plan priorities and will inform the 10 year plan
- The strategies are shaped by resident feedback (Our Big Conversation stage 1), stakeholder discussions and will be refined iteratively through consultation over the next few months.

Alignment process

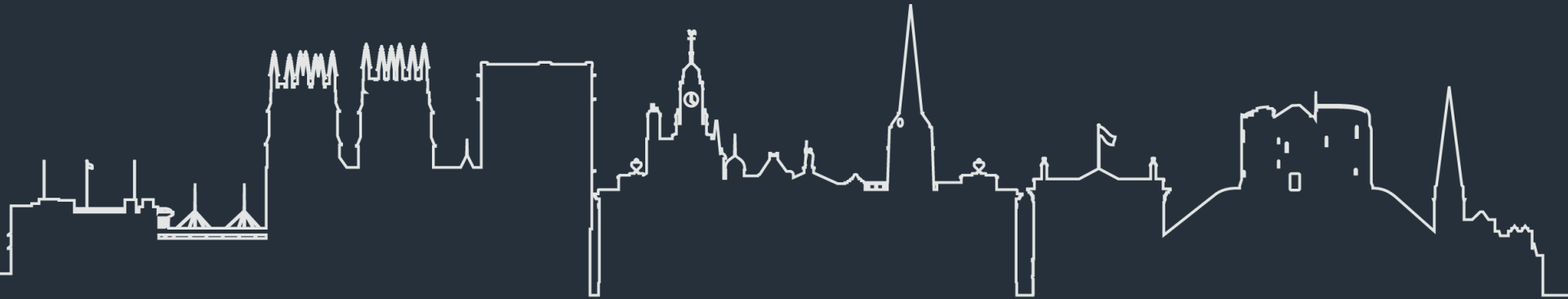
- The strategies are now being iteratively aligned through internal workshops, by checking the strategic ambition, objectives, tone and pace are consistent with each other and that there are no unintended consequences or missed opportunities.
- Strategies are refined with resident, community groups and scrutiny consultation and engagement (this includes the next phase of Our Big Conversation)
- Strategies will be presented to show their interdependencies and links to other strategies. They will share design and style components such as using case studies to share real examples and executive summaries to present the opportunity.
- Each strategy, by it's nature, is interdependent, city wide and provides a focal point for partners and stakeholders to work together on behalf of the city.

York Climate Change Strategy

Shaun Gibbons

Head of Carbon Reduction

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Response to the Climate Emergency

1. Declare a 'Climate Emergency'
2. Commit to a target of making York carbon neutral by 2030
3. Request a report within six months setting out the immediate actions the Council will take to address this emergency and a plan to measure annual citywide progress towards meeting the 2030 target.
4. Work with partners across the city and across the region to deliver this new goal through all relevant strategies and plans and drawing on local and global best practice.
5. Actively lobby the Government to provide the additional powers and resources needed to meet the 2030 target.

Timeline of York's climate response

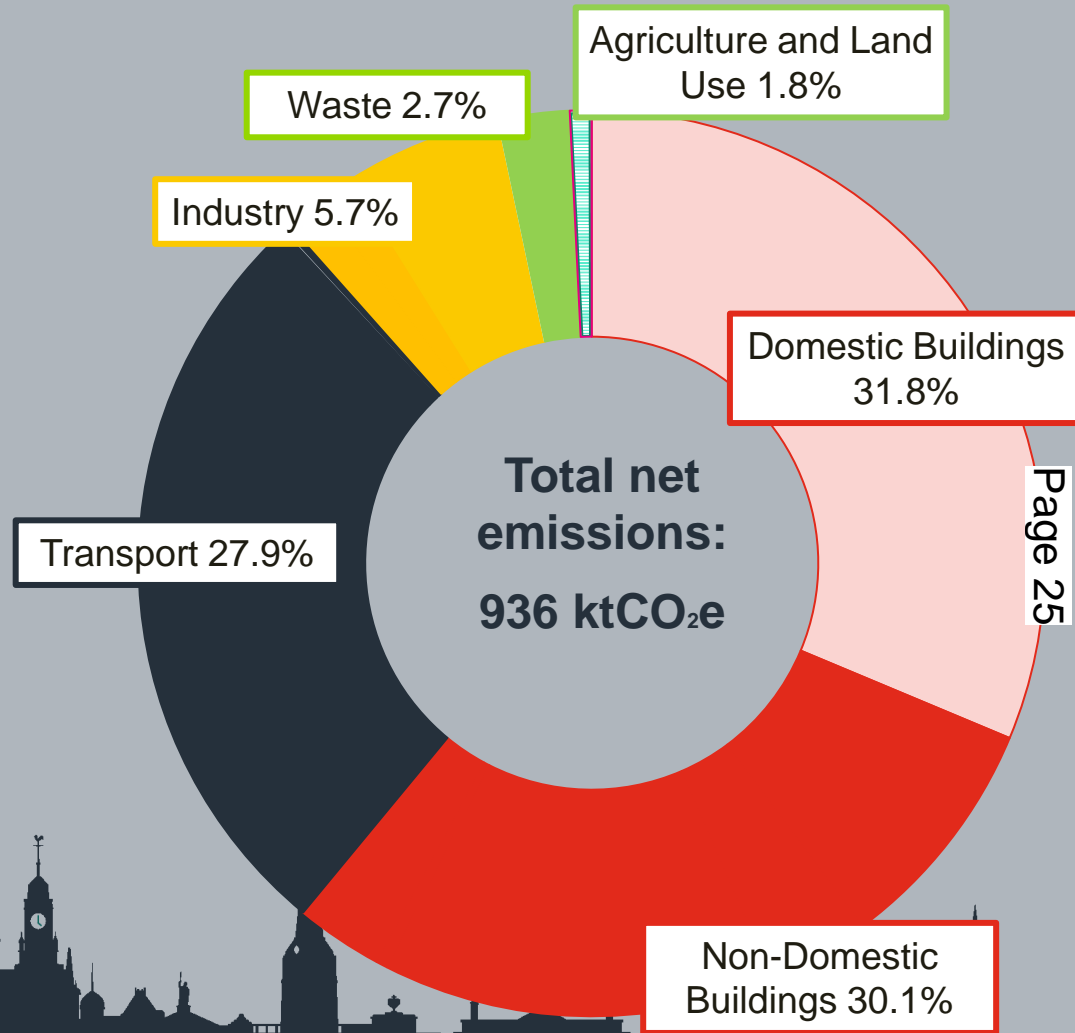


Current Activity



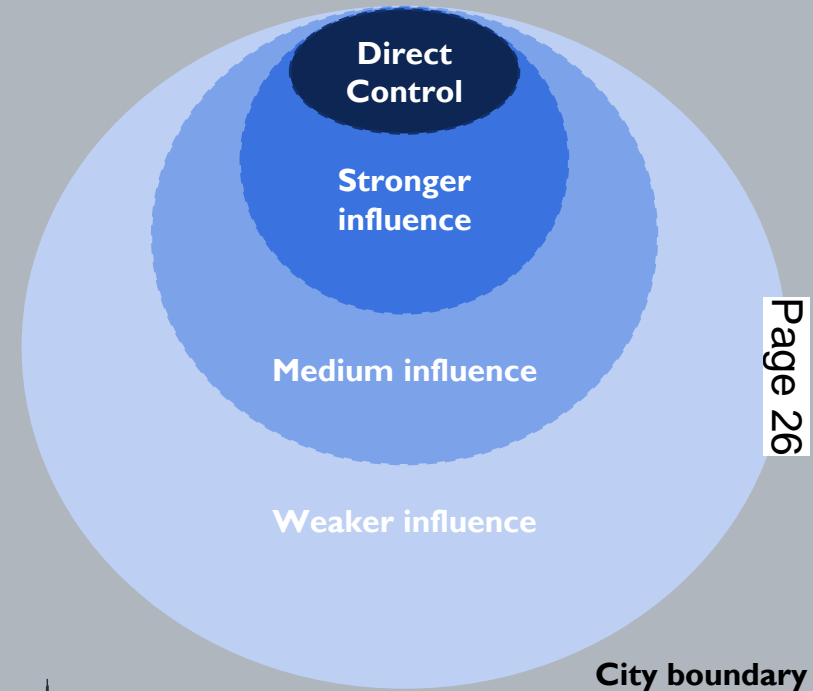
Climate Change Strategy Content

- i. Evidence Base
- ii. Adaptation
- iii. Mitigation
- iv. Collaboration & Engagement
- v. Monitoring & Evaluation



Council Influence & Scope

Influence	Description
Direct Control	Emissions sources directly owned or operationally controlled by the Council.
Stronger	Operators of emissions sources are clearly defined but not directly operated by the Council (e.g. procurement).
Medium	Emissions sources do not relate to council owned assets, procurement or council led activities, however some convening power may exist.
Weaker	Operators of emissions sources are not clearly defined, influence limited to lobbying central government.



Case Studies

The City of York are planning to build Britain's biggest [Zero-Carbon Housing Project](#), which will consist of 600 new homes built to the highest environmental standards and following [Passivhaus](#) principles.

[York Park & Ride](#) is the largest zero emission bus service of its kind in the country, with 33 all electric buses.

The University of York [YORCUP](#) scheme combines the convenience of a disposable cup with the environmental benefits of a reusable one. It can be kept and refilled to save paying the latte levy on campus, or returned to be cleaned and reused. So far, over 7,000 people joined YORCUP scheme with over £45,000 raised in Latte Levy. [Users saved over £25,000.](#)

[Derwenthorpe](#) is a sustainable community of 481 homes developed by [Joseph Rowntree Housing Trust](#). Homes are designed to low energy standards and connected to a biomass & gas district heating system. Some homes also feature domestic battery storage and solar PV. Wider environmental issues are addressed using a Sustainable Urban Drainage scheme (SUDs), whilst sustainable transport solutions including [car clubs, cycle paths and a bus service](#) reduce the reliance on the use of private cars.

York has extended a 12-month trial to offer residents, commuters and visitors [E-Scooters and E-Bikes](#). This trial encourages more sustainable micro-mobility.

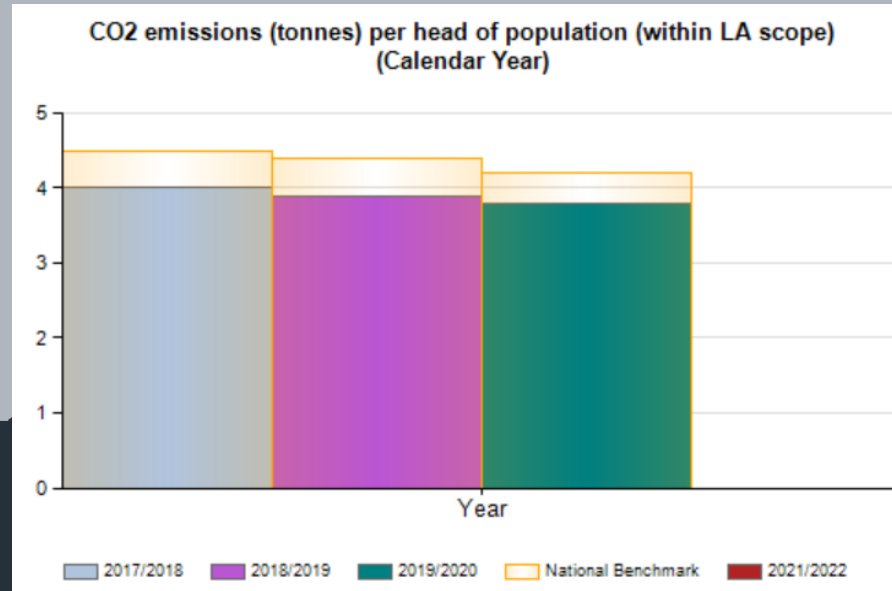
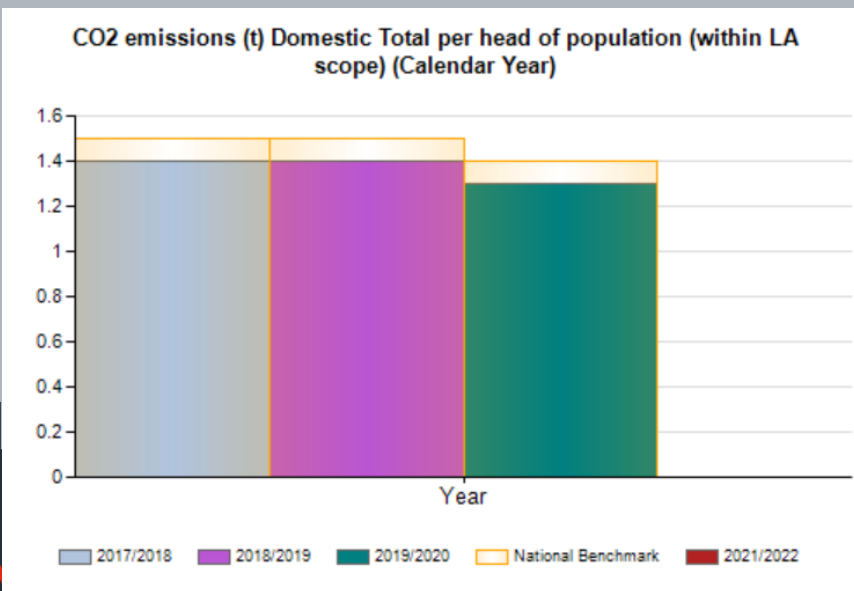
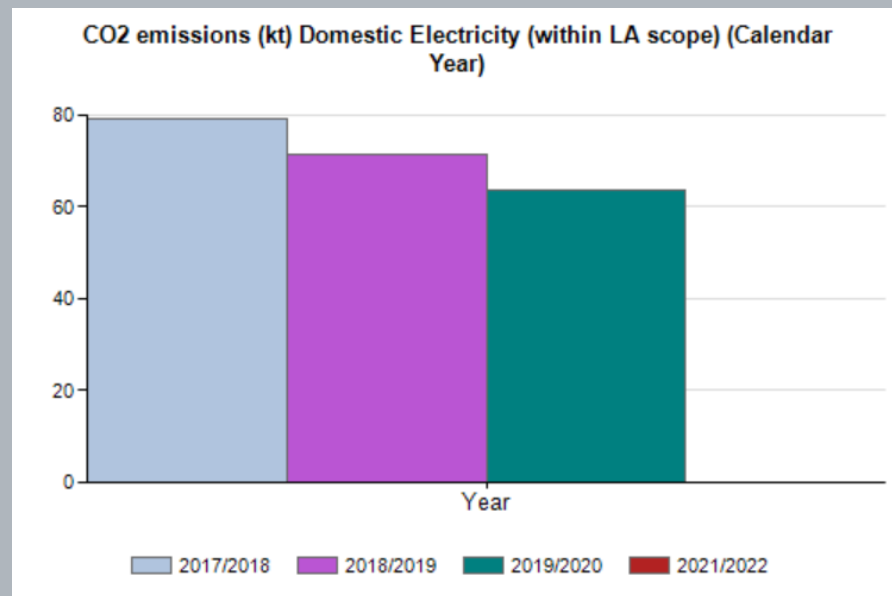
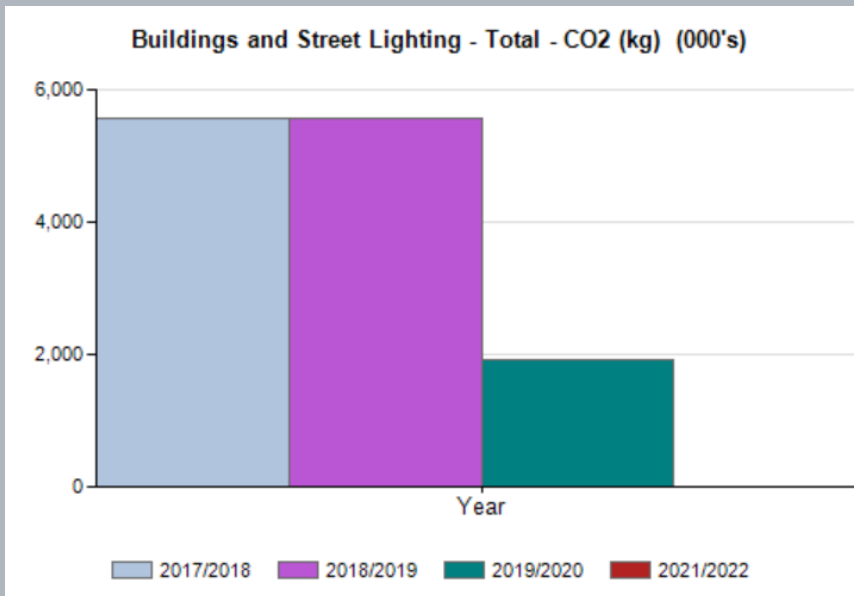
The construction of two high quality, high speed electric vehicle [HyperHubs](#) in the City of York will help the region support the next generation of EV chargers. Each Hyperhub site will consist of [solar PV canopies](#) which will generate green electricity (100kWp), battery energy storage (348kW/507kWh), 4 Rapid and 4 Ultra Rapid EV chargers.

[Allerton Waste and Recovery Park](#) provides a solution for treating waste from York and North Yorkshire councils, and turns it into a resource through mechanical treatment, anaerobic digestion and from the steam produced from burning waste. The plant is expected to [save 30,000t/year of harmful emissions](#)

Most recycling plants won't accept [laboratory plastics](#). Rather than send this waste for landfill or incineration, University of York worked with their waste contractor to implement a formal process for sorting and decontamination. The scheme has already [diverted 2 tonnes of plastic](#) to recycling.

The City of York council switched to [purchasing 100% renewable electricity](#) in 2020, which will save 2,900tCO₂ a year.

Monitoring & Reporting

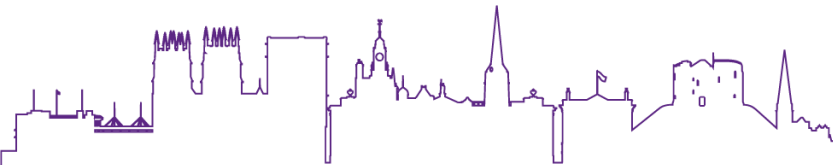




OBC Phase 2 Engagement Plan

Version 2.0 |

1. [Scope](#)
2. [Engagement by stage](#)
3. [Objectives](#)
4. [Audiences](#)
5. [Inclusivity](#)
6. [What we already know](#)
7. [Evidence gather](#)
8. [Evaluation and learning framework](#)
9. [Timetable](#)

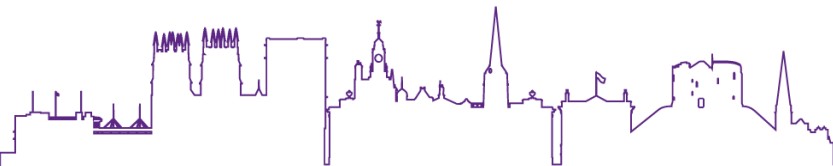


I. Scope

This resident engagement plan addresses the **second phase of the engagement for the Economic and Climate Change strategy**. The approach within this plan will later be applied to phase two engagement for Transport to support the implementation of the Local Transport Plan in 2022.

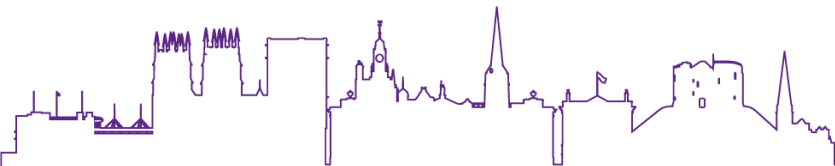
This plan identifies the audiences and insight required to develop the right approach **to inform and support the implementation of the Economic and Climate Change Strategies**, following on from the attitudinal survey carried out in phase one of Our Big Conversation which informed the initial development of those strategies. This more targeted phase of engagement will allow us to test the acceptability of priorities within the strategies; deepen insight into the approach needed to implement these successfully; and understand the aspirations and attitudes of ‘missing audiences’ in phase one engagement.

The resident engagement plan follows the principles of the council’s resident engagement strategy. The engagement approach will make sure key audiences understand other perspectives and explore responses together.



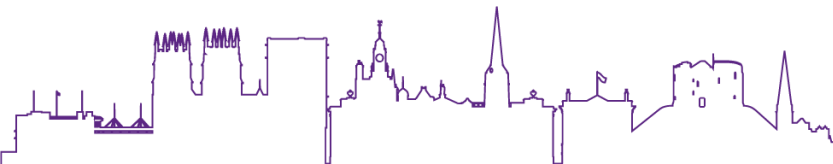
2. Engagement activities by stage

Stage	Process	Engagement activities
Stage 1 Summer 2021	<ul style="list-style-type: none"> • Consult • Explore the broad scope • Inform strategy development 	<ul style="list-style-type: none"> • Online Core Strategies Survey • Postcard polls via partners • Social media conversations (analysed) • Facebook Lives discussing key themes • Thematic Masterclasses – the art of the possible
Stage 2 Winter 2021/22	<ul style="list-style-type: none"> • Inform and involve • Test draft strategies • Explore behavior change tactics • Inform implementation 	<ul style="list-style-type: none"> • Commission target focus groups (with underrepresented audiences) <ul style="list-style-type: none"> • LGBTQ+ Café • Student Union/Alumni focus group • Asian / Black / South American / Traveller / Gurka communities in York • NEATs 16-24 • Hospitality and Retail • Construction, Transport and Manufacturing • Community groups and ward committees • Deeper analysis into barriers/motivations in Climate behavior change • Further insight into responses on Economic opportunity and demographic discrepancies. • Stakeholder roundtables (already completed for Climate strategy)



3. Engagement Objectives

- 1. Raise awareness of strategies and opportunities to engage** through corporate and partner channels, signposting the engagement activities. Create some broadcast opportunities to feedback on strategies and action plans, through online conversations and content. *(Note: For phase two, broadcast communication is limited, due to the nature of audiences we want to reach – those who typically may not engage with this.)*
- 2. Facilitate targeted opportunities** to engage, ensuring that specific residents whose views were heard the least in phase one are reflected. Join up engagement activities across strategies, to demonstrate coordination. Capture demographic data where possible to ensure monitoring of inclusivity and deliver engagement activities that reflect current restrictions (to allow the collation of data whilst providing easy and accessible bite-sized engagement activities)
- 3. Support successful strategy implementation** by testing action plans and strategy aims with residents and providing useful insight to officers and Executive members.
- 4. Draw on partners and networks** such as the LGBTQ+ Forum, Universities and community groups to demonstrate partnership working and ensure the views of communities heard the least in phase one are reflected in phase two engagement.
- 5. Publish the decision making schedule** relating to the strategy development allowing participants to influence through open democracy. Make points of influence clear – explaining that at this stage strategies are written, but action plans are in development.



3. Engagement Objectives

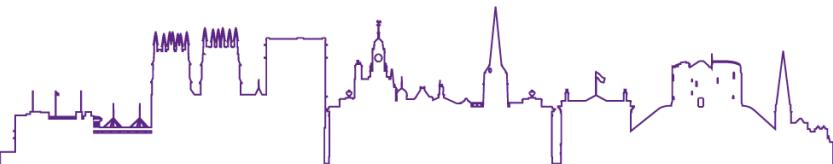
For strategy areas:

Economic Strategy

1. Test the acceptance of the current **four key strategy headlines** and subsequent priorities – gaining understanding on the required actions/policies/interventions needed to support residents and businesses.
2. Understand the **barriers** to businesses adopting carbon reduction policies.
 - a) Cost/funding
 - b) support/training/workshops
 - c) networks/collaboration
3. Ideal **business space** – location, size, neighbours, cost, flexibility.
4. Further understand the **financial impact** of the pandemic amongst those who identify as “worse off”.
5. Understanding **barriers to employment and prosperity** (aspirations) **for under 30s** in York (interventions).
6. Understand how York’s **transport connections** impact businesses.

Climate Change Strategy

1. Understand the key **motivators** and **barriers** to individual behaviour change for reducing carbon emissions in the home/workplace.
 - a) Cost saving? Is cost a barrier?
 - b) Energy saving? Values?
 - c) Lack of information/training?
 - d) What would motivate landlords to implement changes?
2. Understand the **demographic discrepancies** in phase one insight.
3. Understand **preferences on proposed actions** for the city’s action plan e.g. type of offsetting, recycling.
4. What are the **biggest changes individuals are prepared to make** to reduce their carbon footprint? E.g. heating, EVs, insulation, transport, renewable energy, waste etc.
5. 43% plan to switch to **EVs/Hybrid vehicles** – When? Why? What would help?

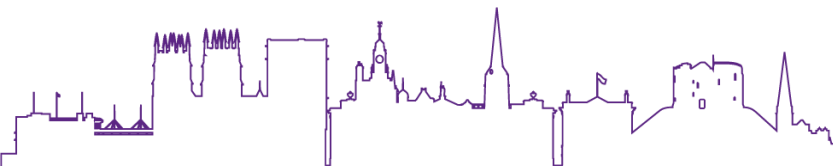
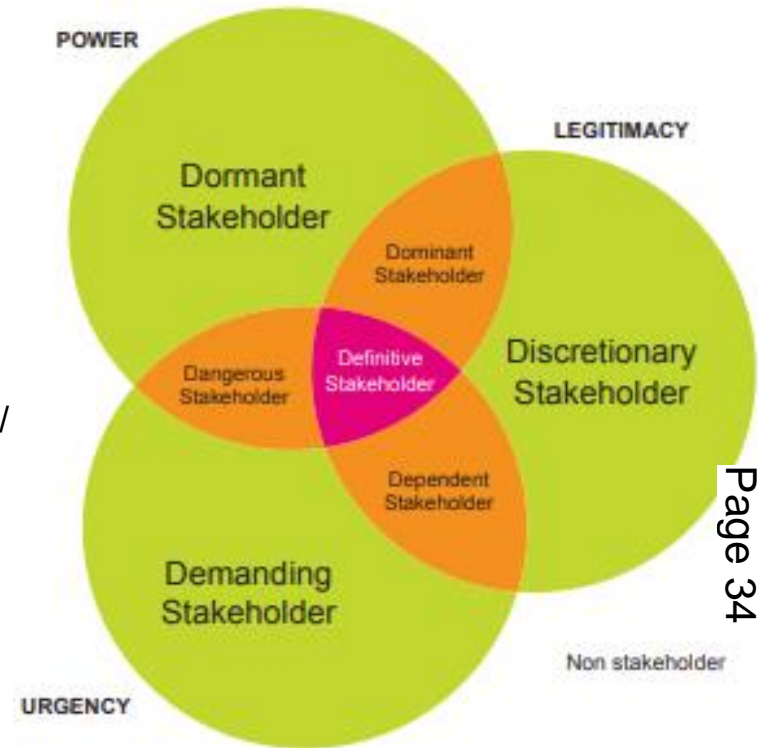


4. Audiences

- **Targeted (Focus Groups) :**

- Residents aged 16-24
 - NEATS
 - Universities student unions
 - University alumni
 - Door 84 Youth
- Non-English Residents, especially Asian / Black / South American / Gurkha communities.
- Traveller community
- Local Disability Forum
- LGBTQ+ Cafes
- Hospitality representatives
- Retail representatives
- 'Blue Collar' industries e.g mechanics, construction, transport

- **Broadcast (PR, Social, Website) :** low level broadcast communications is required for this more targeted second stage of engagement. Content produced can help us reach 16-24 year olds and sectors underrepresented in the first stage of engagement, including mechanics/trade/hospitality/retail. To achieve this specific channels/groups on Instagram and LinkedIn can be prioritised and content created to target key messages at these audiences.



5. Engagement will be inclusive to address:



Lack of internet access

Users who struggle with literacy are unlikely to use the internet alone and would not use the internet as their main source of coronavirus information



Trusted & respected local figures

Respected figures and organisations that people listen to can help build trust in the service and dispel existing myths and alternative narratives



Information is confusing and does not land with the community

Official information is confusing and inconsistent and does not resonate with the user group. Thus, people get alternative narratives from social media and WhatsApp



Familiar settings and staff

Engagement activities in familiar places could reduce feelings of fear or exclusion and may increase uptake



Visual methods of passing information are beneficial

Pictures, videos, icons and physical signage are beneficial to users as they are visual and easier to quickly understand and engage with



Reliance on family and friends

Users who tend to rely on family and friends to support them with tasks that require reading, but not all users have access to that support

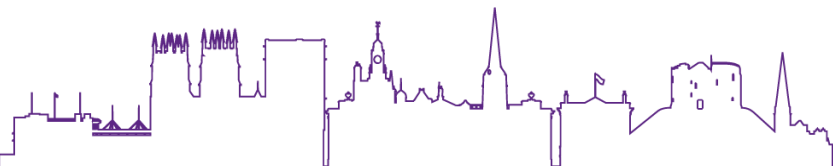
6. What we already know

Pre-Existing commitments

- Well-paid jobs and an inclusive economy, and better start for children and young people (Council Plan Priorities)
- Climate Emergency and aim for Carbon Neutrality in 2030
- Greener, cleaner city and supporting residents to get around sustainably (Council Plan Priorities)
- Council motion Dec 2019 removing non-essential journeys from city centre

Highlights from Phase One OBC: Core Strategies

- 80% of residents (78% of businesses) agree with net zero carbon ambition
- Residents support CC strategy objectives in transport, health and inclusivity
- 56% agree with principle of carbon offsetting
- Residents prioritise increasing recycling, reducing waste and promoting public transport.
- Cost is primary barrier to personal carbon emissions reductions
- 64% residents shop online more
- 76% WFH at least part-time during the pandemic
- 59% expect WFH to continue
- Under 40s more likely to feel 'worse off than 12 months ago'
- 1 in 5 workers feel worse off than they were 12 months ago.
- 18% interested in starting own business. Barriers: finance, time and confidence.
- 62% have had some work-related training within last year.
- Flexibility and employer requirement are most important factors doing work-based training course
- 1 in 5 continue at usual workplace throughout pandemic
- main reason residents work part-time is to improve work/life balance (40%), just over 1 in 3 are making time for caring responsibilities
- 3 in 5 businesses do not have a carbon reduction strategy or official target for carbon emission reduction



7. Evidence gather

At the heart phase two for Our Big Conversation engagement is a series of targeted focus groups to gather evidence and insight.

Wider/broadcast engagement activities such as social media, will signpost ongoing focus groups to provide multiple access points for the demographics we want to reach.

The purpose is:

- To target demographics underrepresented in phase one
- Demonstrate the council listens and wants to hear from everyone (phase two is filling the gaps from phase one).



Targeted Focus Groups

Commissioned focus groups and report written analysing discussions.

Broadcast engagement

- Toolkit for partners to enable them to support us in reaching these demographics
- Update webpage to demonstrate council listening in phase two.
- Press release to share that we are carrying out phase two, as previously committed

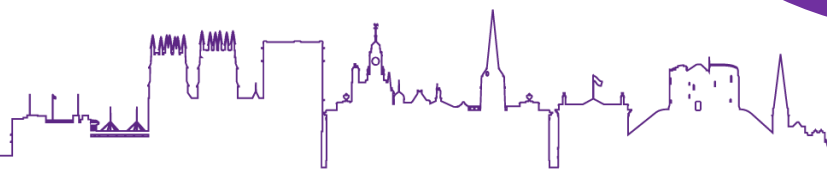
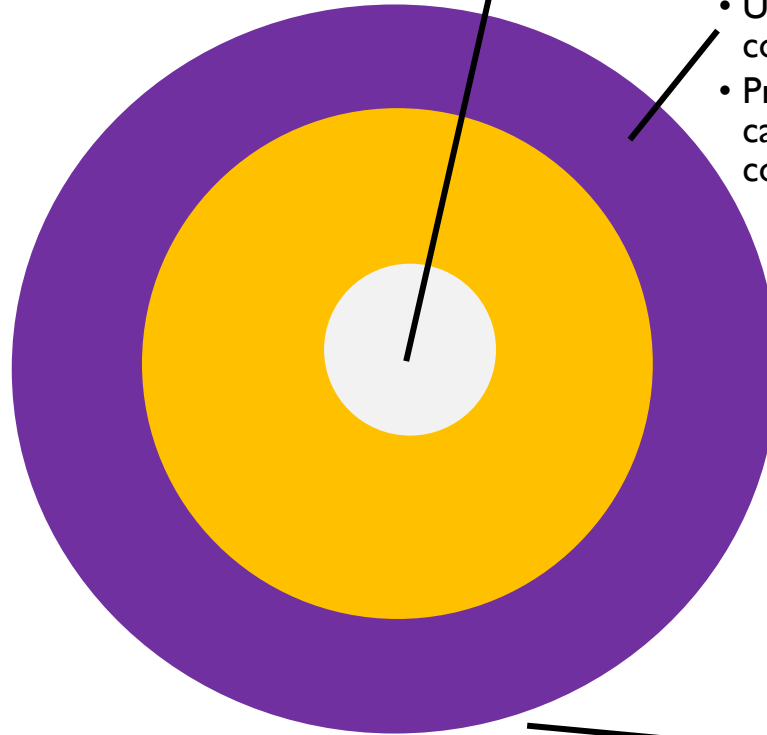
Targeted engagement

Facebook live for 16-24s

Monitored social media conversations

Paid for advertising targeting 16-24 year olds, Asian / Black residents, construction/ transport/ trade/ hospitality/ retail workers in York

LinkedIn and Instagram promotions.



8. Evaluation and learning framework

Objective	Indicator	Tools to measure	Learning questions
Increase participation	Diversity by survey demographic data Engagement map - % engaged across communities (geographical and interest/identity)	Demographic data on surveys Partners / networks reached on engagement map	Which communities engage with which
Build confidence in engagement opportunities	Levels of participation – and trust - from under-represented communities Social media sentiment	Feedback surveys Focus groups (testing recognition, attitudes, repeat engagement, progress along framework, perception of levels of influence)	Was it easy to share your views? Do you feel listened to? Do you feel this has had influence? Would you engage again?
Surface tensions and increase understanding/ cooperation	Diversity of attendance at multi-community workshops/conversations (by target audience per theme) Produce and publish community briefs for each engagement theme # interactions (comments, shares) with each brief	Demographic data Sentiment of views exchanged Analytics of web page / platform if purchased Content of public speakers/press sentiment after decision published	Do audiences understand each other's aspirations? Do audiences want to compromise their aspirations to accommodate others?
Support better decisions	# new perspectives added Stakeholder response to process and recommendations	Feedback / wash-up session with project leads and exec Stakeholder endorsement and advocacy	How has engagement informed our approach? Has engagement led to a more informed decision?



Economy and Place Scrutiny Committee**10 February 2022****Report of the Corporate Director of Place****York Central: Update on Highway Authority Regulatory Role****Summary**

1. The York Central Development is now moving into a key highway infrastructure delivery phase with the expectation that key elements of the new highway will be operational by 2024. The main highway infrastructure will be delivered by Homes England/Network Rail acting as the developer.
2. The Highway Authority's role is to ensure that the infrastructure that is due to be adopted as highway maintainable at public expense is: in accordance with the planning consent, safe in operation and that the future maintenance and other liabilities are minimised. In addition the Highway Authority has a duty to coordinate streetworks and minimise disruption to the travelling public and progress any Traffic Regulation Orders which may be required as a result of the development.
3. This report sets out the how the Highway Authority propose to undertake the regulatory tasks identified above.

Background

4. York Central is one of the largest brownfield sites in northern England. The scheme is being promoted by the York Central Partnership (YCP) which is made up of Network Rail (NR) Homes England (formerly the Homes and Communities Agency or HCA), the National Railway Museum (NRM) and CYC.
5. The 45ha development site will deliver: up to 2500 new homes; the potential for 6500 jobs, in grade A commercial office space; a transformation of the National Railway Museum with a new Central Gallery. The creation of new public spaces and community facilities directly linked to an improved Railway Station are also key project outcomes.
6. The IP1 enabling works to prepare the site have now concluded with the demolition of the former Unipart, Freightliner and Concrete Works buildings, site clearance and track lifting ahead of IP2 works to construct the access

spine road and Boulevard, add the pedestrian deck to the Severus Bridges, build the access bridge over the East Coast Main Line(ECML) reroute utilities and undertake works to Millennium Green.

7. The majority of the total £155m infrastructure costs are to be met from grants with the exception of the CYC £10m commitment from the Economic Infrastructure funding and the council/YNYLEP commitment of £35m Enterprise Zone funding which will be prudentially borrowed by CYC, to be repaid from future retained business rate. The decision to release this funding is subject to a further Executive decision (with LEP agreement) to fund future infrastructure packages
8. The project has now transitioned from the planning stages to the delivery stages following the agreement of the reserved matters planning application for the first phase of infrastructure works in November 2020. This followed the agreement of £77.1m of funding from the Ministry of Housing Communities and Local Government (MHCLG) which was awarded directly to Homes England and Network Rail.
9. The decision by government to award this funding directly to the landowning bodies was a significant change and has reshaped the delivery arrangements for the infrastructure and the governance arrangements. CYC completed the enabling works for the site and the landowning partners have indicated their intention for Homes England to lead the delivery and to enter into a construction contract with John Sisk Ltd for the delivery of Infrastructure Package IP2 subject to due diligence, RIBA stage 4 design and refined cost proposal. It is understood that the award of the IP2 contract by Homes England is imminent.

Statutory Roles

10. In addition to the Partnership influencing role the Council has for York Central, it also has regulatory roles.

Planning Authority

11. The outline planning approval (reference 18/01884/OUTM) was granted for redevelopment of the site. This was to provide a mixed-use development of up to 379,729 m² of floorspace Gross External Area (GEA) primarily comprising
 - up to 2,500 homes (Class C3),
 - between 70,000 m² and 87,693 m² of office use (Class B1a),
 - up to 11,991 m² GEA of retail and leisure uses (Classes A1-A5 or D2),
 - hotel with up to 400 bedrooms (Class C1),
 - up to 12,120 m² GEA of non-residential institutions (Class D1) for expansion of the National Railway Museum,
 - multi-storey car parks

- and provision of community uses all with associated works including new open space, ancillary car parking, demolition of and alterations to existing buildings and associated vehicular, rail, cycle and pedestrian access improvements.
12. The outline approval was subject to 83 conditions, a number of which will require formal discharge prior to commencement or at other relevant trigger points within the development process. In addition a Section 106 agreement secured 20% Affordable Housing and financial contributions towards Gypsy and Traveller provision, sports provision, open space provision, sustainable travel and education provision. Each of the relevant triggers for delivery/payment of these elements is set out in the S106, which would occur at various stages throughout the development.

Highways Authority

13. The Highway Authority will act as the regulatory authority for the highway infrastructure elements of the York Central development. As the development is now being delivered by Homes England the relationship with the Highway Authority will proceed on a similar basis to a private development where legal agreements are put in place to ensure the interests of the public and the Council are protected generally through provisions in the Highways Act 1980.
14. The overarching principle of the Highway Authority's role is to ensure that the infrastructure that is due to be adopted as highway maintainable at public expense is: in accordance with the planning consent, safe in operation and that the future maintenance and other liabilities are minimised. Highway adoption agreements under section 38 (Power of highway authorities to adopt by agreement) for sections of new highway and s278 (Agreements as to execution of works) for changes to the existing highway will be entered into with the developer. These agreements will set out the approval processes for the design and supervision of the works to ensure that the works are designed to an acceptable standard and delivered in accordance with the approved designs resulting in a low maintenance, safe highway. The agreements will also set out any fees for the adoption process, bond arrangements (where required) to ensure delivery and commuted sums (where required) to cover future maintenance liabilities for non-standard elements.
15. Under the Council's established highway adoption mechanism the developer funds the Council's adoption costs with the fees for standard developments set at 10% of the construction costs. However for very large developments this approach can be inappropriate as the level of fee which results from the percentage calculation may be disproportionate to the cost of the checking/inspection activity. In line with the report to the Executive in April 2021, for York Central, where the Council is also a contributor to the overall scheme, it is proposed that the fee level, payment mechanism and other requirements will be negotiated with Homes England to a level that ensures

that the cost of the necessary regulatory processes is adequately covered and the interests of the Council are protected. Depending on the level of change to the standard arrangements and legal advice approval by the Executive/Executive Member may be needed prior to entering into the agreement.

16. A Bridge Agreement to cover the relationship between Network Rail and the Council for the bridges over the railway will also be progressed.
17. The Highway Development Control team will advise the Planning Authority in relation to the discharge of highway/transport planning conditions from the Outline Planning Consent and Reserved Matters approval. Key items which will be considered relate to the: Construction Environmental Management Plan, Phasing Strategy, Parking Strategy, Public Transport Infrastructure, Drainage, Bridges/Structures/Embankment engineering details, Street Lighting, Traffic Signals etc.
18. The Council's Transport team will also progress the items covered by the section 106 agreement with funding tranches received as the development progresses to mitigate the impact of the development. These interventions, with a total value of approx. £5m (with a further £2.3m if travel plan targets are not met) include changes to the highway layout away from the immediate site and other sustainable transport measures including:
 - Pedestrian and Cycle Infrastructure (including improvements to the Riverside Path);
 - Public Transport Infrastructure;
 - Bus Service Enhancements;
 - Network Capacity Enhancements;
 - appointment of the Framework Travel Plan Coordinator;
 - Residents Parking Measures; and
 - City Car Club Facilities.
19. The Stopping Up of a section of public highway (Leeman Rd) in the vicinity of the National Railway Museum was proposed as part of the Outline Planning Application. Following approval of the Reserved Matters Application for the main Highway infrastructure the Developer progressed the separate Stopping Up Order process with an application to the Secretary of State for Transport. A Public Inquiry was held in April 2021 and the Secretary of State granted the Stopping Up in September 2021.
20. The Stopping Up Orders enables Leeman Rd to be extinguished as public highway and will come into operation once the Council is satisfied that the conditions of the order have been met. Prior to the stopping up coming into force alternative vehicular and pedestrian/cycle routes must be available around the stopped up length of Leeman Rd.

21. In addition to the new and improved public highway routes pedestrians will also be able to pass through the National Railway Museum during Museum opening hours. The detail of the building layout is subject to a current Reserved Matters Application submitted by the NRM in December 2021. The detailed arrangements for the operation of this route are subject to a Walkways Agreement which has been approved between the NRM and the Council.
22. The Highway Authority also has a number of other roles during the build out of the development. It has duty (Network Management Duty under the Traffic Management Act 2004) to coordinate access to the highway during the construction phase to minimise the disruption to the public. This coordination will be managed by the Streetworks team using a permit based system which is due to be brought in early in 2022. The Highway Authority will also process Temporary Traffic Regulation Orders for items such as parking suspensions and road or lane closures to enable the works to be undertaken. Permanent Traffic Regulation Orders for items such as speed limits or parking restrictions for the completed scheme will also be processed by the Highways Regulation team.
23. A York Central Highway Authority Lead, responsible for the delivery of the regulatory functions identified in paras 13-22 has been appointed by the Council. A team of in-house staff and consultants will be put in place to deliver the necessary oversight to ensure the developer and contractors deliver the project to the required standard.

Programme

24. The phasing and delivery of the highway infrastructure is subject to planning conditions which are in the process of being discharged. As the highway infrastructure is now being delivered by Homes England the detailed construction programme is under their control and has not yet been received. However it is understood that, subject to the necessary approvals, the construction of the main highway infrastructure will start in the late spring/early summer of this year and be fully completed by early 2025. It is anticipated that the works necessary for diversion of the Highway around the NRM to enable the stopping up of Leeman Road to come in to place will be completed at an earlier stage to allow construction of the Central Hall to be completed by 2025 in time for the 200th anniversary of the opening of the Stockton to Darlington railway.

Other workstreams

25. The landowners will lead further design work on the remaining infrastructure packages including
 - Southern pedestrian and cycle access
 - Western Station Entrance

- Park

26. In addition to these landowner led projects CYC will lead on the delivery of :-

- Riverside path – develop design solutions to upgrade the riverside path with increased lighting CCTV and raised levels to increase usability in times of flood
- Station Frontage project

Contact Details

Author:

Tony Clarke
York Central Highway
Authority Lead

Chief officer responsible for this report

Neil Ferris – Corporate Director of Place

Report Approved **Date** 01/02/22

Wards Affected: Holgate, Micklegate

All

For further information please contact the author of the report

Background Papers:

Annex 1 Phase 1 Infrastructure

Glossary

CYC - City of York Council
DfT – Department for Transport
EIF – Economic Infrastructure Fund
EZ – Enterprise Zone
FBC+ - Financial Business Case with full costings
HE – Homes England
HIF - Housing Infrastructure Fund
HA - Highways Authority
LCR - Leeds City Region
LEP - Local Economic Partnership

LGF – Local Growth Fund

LPA - Local Planning Authority

MHCLG –Ministry of Housing Communities and Local Government

NR – Network Rail

NRM - National Railway Museum

OPA – Outline Planning Application

PSC – Pre-Construction Services Contract

RIBA –Royal Institute of British Architects

RMA – Reserved Matters Application

WYCA – West Yorkshire Combined Authority

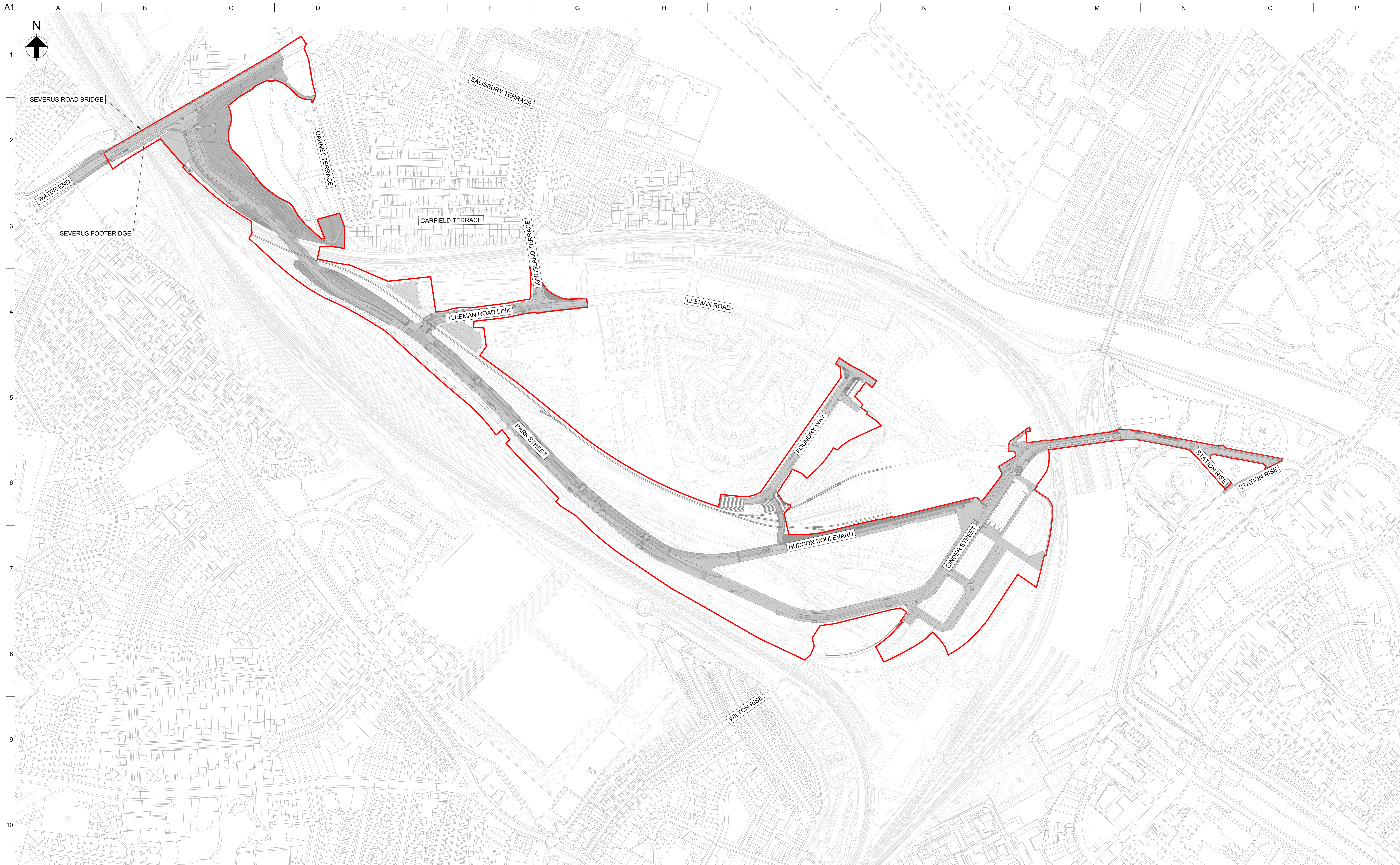
WYTF – West Yorkshire Transport Fund

YC - York Central

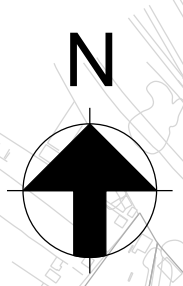
YCP - York Central Partnership

YNYER – York, North Yorkshire & East Riding

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SEVERUS ROAD BRIDGE
WATER END
SEVERUS FOOTBRIDGE

SALISBURY TERRACE

GARNET TERRACE

GARFIELD TERRACE

KINGSLAND TERRACE

LEEMAN ROAD LINK

LEEMAN ROAD

PARK STREET

FOUNDRY WAY

HUDSON BOULEVARD

CINDER STREET

STATION RISE

STATION RISE

WILTON RISE

Key:
 Reserved Matters Planning Application Boundary

Rev	Date	Description	By	Chkd	Appd	Auth
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P01	31/03/20	RMA Submission	KN	GC	NB	---
P02	06/04/20	RMA Submission	KN	GC	NB	---

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 Admiral House Rose Wharf 78 East Street
 Leeds, LS9 8EE
 Tel +44 113 242 6498 Fax +44 113 242 6573
 www.arup.com

Client
CYC, Homes England and Network Rail

Project Title
York Central

Drawing Title
Phase 1 Infrastructure Street Names

Scale at A1	1:2500	Arup Job No	251869-00		
Role	Geo & Land Surveyor - General				
Suitability	S4 - Suitable for Stage Approval				
Rev	By	Chkd	Appd	Auth	---
P02	KN	GC	NB	---	---
	Date	Date	Date	Date	---
	06/04/20	06/04/20	06/04/20	---	---
Name	YCL - ARP - RM1 - XX - DR - GX - 1009				
Project	Originator	Volume	Location	Type	Role Number

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Economy and Place Policy and Scrutiny Committee

2021/22 Draft Work Plan

Meeting Date	Agenda publication date	Reports by date	Agenda items
Tuesday 29 March 2022 (Forum)	Monday 21 March 2022	Friday 18 March 2022	<ol style="list-style-type: none"> 1. To receive an update on the developments of any relevant strategies, major projects and planning 2. Review Work Plan
Tuesday 26 April 2022 (Public)	Thursday 14 April 2022	Wednesday 13 April 2022	<ol style="list-style-type: none"> 1. Make It York Update 2. Q3 Finance Monitor 3. Review Work Plan

Item(s) for future meetings

- Car Parking Update
- Couriers

Items from CSMC/E&P Joint Commissioned meeting 25 October

- City Centre, Vision, Accessibility and Traffic Regulation: Understanding the needs of different businesses (with input from couriers)
- The development of the public realm to deliver different types of behaviour
- Update on York Civic Trust work on 9 cities (Chair to liase with Andrew Morrison)

Council Plan Priorities relating to Economy and Place

Well-paid jobs in an inclusive economy

- Develop a new Economic Strategy
- Align Make it York and Adult Skills Agenda to Economic Strategy
- Promote vocational education and training in sustainable building
- Create new commercial space for start-up businesses and small enterprises

Creating Homes and World Class Infrastructure

- | |
|---|
| <ul style="list-style-type: none">• Progress key developments such as the Community Stadium, York Central, Castle Gateway and Guildhall |
|---|

Getting Around Sustainably

- | |
|---|
| <ul style="list-style-type: none">• Review city-wide public transport options and lobby for improvements in rail connectivity |
| <ul style="list-style-type: none">• Identify options to move fleet to low/zero carbon |
| <ul style="list-style-type: none">• Expand York's electric vehicle charging point network |
| <ul style="list-style-type: none">• Work in partnership to deliver low/zero carbon public transport |