

<b>Meeting:</b>	Executive Member for Transport and Economy Decision Session
<b>Meeting date:</b>	14 November 2023
<b>Report of:</b>	Director of Environment, Transport Planning
<b>Portfolio of:</b>	Cllr Pete Kilbane, Executive Member for Transport and Economy

## **Decision Report: York’s new Local Transport Strategy and Plan: Detailed policies for consultation**

### **Consultation on York’s new Local Transport Strategy and Plan**

1. City of York Council needs to prepare with North Yorkshire Council a new Local Transport Plan (LTP). The new LTP will inform transport decisions to be made by the future devolved York and North Yorkshire Mayoral Combined Authority and comply with anticipated Department for Transport guidance on new LTPs and preparation of “pipelines of major future transport schemes”.
2. On the 12 October, Executive approved a vision, objectives and a series of “Policy Focus Areas” for transport in York, in effect the York ask of the Mayoral Combined Authority. The Executive also approved a consultation framework and formation of an “Expert Group” to guide transport policy formulation. Approval of the detailed policies for consultation that support the “Policy Focus Areas” was delegated to the Executive Member for Transport.
3. These detailed policies were also taken to a Scrutiny Committee meeting on 14 October, which led to incorporation of a number of refinements reflecting the recommendations made at that meeting.
4. These detailed policies form Annex A to this document. If approved, these policies will form part of the public consultation process which will start later in November and run until February.

This public consultation will inform a new Local Transport Strategy for the City to be presented to Full Council in March 2024. If approved, the Strategy will be used to underpin negotiations with the incoming York and North Yorkshire Mayor over future transport funding and powers for York.

5. When considering the responses to the proposed policy consultation consideration will need to be given to the existing requirements of the Local Plan to ensure alignment.

## **Benefits and Challenges**

6. Key benefits of making the decisions outlined above are that beginning consultation on the LTP in November will:
  - Allow a very wide consultation – across York and beyond - on the proposals to take place;
  - Align transport proposals for York with the new Council Plan
  - Give the best mesh with the anticipated decision-making processes of the new devolved authority.

## **Policy Basis for Decision**

7. 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.
8. 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 strategy sets an objective to reduce carbon emissions from transport by 71% and reduce car miles travelled by 20% by 2030.
9. 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 (Equalities, Affordability, Climate and Health)

being embedded throughout all decision making and being key to achieve the vision set in the plan.

10. In addition, the City of York Council's Constitution sets a requirement for Council to approve the Local Transport Plan which the proposed work set out in this report will contribute to.

## **Financial Strategy Implications**

11. There are no additional implications of this report beyond those set out in the report to Executive in October.
12. There is only limited resource to develop the policies and that will either mean they need to be prioritised and pulled together over time or additional funding found to accelerate the development of further policy.
13. Delivering the Transport Strategy itself, post adoption, has significant capital and revenue cost implications which are currently unfunded. The council is reliant on external funding to deliver most of its Transport Improvements and that is likely to continue. 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 deliver internally.

## **Recommendation and Reasons**

14. The Executive Member is asked to approve the detailed policies set out in Annex A to form the basis of the policy consultation for the Local Transport Strategy.
15. If the detailed policies set out in Annex A are agreed, then consultation can commence in November to allow a Strategy to be put before Full Council in March 2024 and adopted by City of York Council for presentation to the Mayoral Combined Authority and the newly elected mayor at the start of their term of office.

## **Options Analysis and Evidential Basis**

16. The detailed policies presented in Annex A are the only option presented in this report. It should be noted that these detailed policies have already been subject to:
- A member workshop and e-mail circulation to members for comments
  - A cross-party Scrutiny meeting on 24 October.

## Organisational Impact and Implications

### Risks and Mitigations

**Financial:** The work outlined in this paper, including consultation, establishment of the Expert Group, technical work and CYC staffing costs, can be accommodated within the DfT grant awarded to CYC for preparation of a Local Transport Plan. The implementation of the detailed strategies will require resourcing from writing additional strategies and policies to changing infrastructure or income models for the council, therefore each decision will require consideration in its own right.

**Human Resources (HR):** Should there be additional resources required to support the Transport Vision, these will follow HR policies and procedures and further HR advice can be sought when required.

**Legal: Governance:** 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.

**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.

**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.

**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.

**Environment and Climate Action:** One of the core objectives of the Local Transport Strategy is to significantly reduce carbon emissions and help to protect the city from future climate change. At the same time the transport strategy aims to support adaptation to future climate change, using planting to create shade, assist with drainage and simultaneously help to meet the city's biodiversity goals.

**Affordability:** The Local Transport Strategy will address Affordability with policies designed to reduce transport inequalities across the city, with a focus on improving access to sustainable transport options in deprived and low income areas, and reducing car dependency. Affordability is one of the key components of the Council Plan which the LTS will support.

**Equalities and Human Rights:** An Equalities Impact Assessment is attached at Annex B. This focuses on the equalities impacts of the consultation and how we ensure full representation. Evaluation of the final policies will need to be undertaken before formal adoption.

**Data Protection and Privacy,** Data Protection and Privacy Impact Assessment of the consultation is contained with Annex C.

**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. This decision does not change the communications, engagement and consultation strategy, but informs its content

**Economy:** The Local Transport Strategy will support York's economy with policies designed to reduce traffic congestion and improve freight delivery. In addition it includes policies designed to reduce noise and enhance public realm, making York a more attractive city to live, visit and work in.

## **Risks and Mitigations**

17. The course of action set out in the previous Executive paper commits the Council to undertake a consultation on Local Transport, this paper informs the content of part of the consultation.

## **Wards Impacted**

18. All wards are impacted by this decision.

## **Contact details**

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

## Author

<b>Name:</b>	James Gilchrist
<b>Job Title:</b>	Director of Transport, Environment and Planning
<b>Service Area:</b>	Transport
<b>Telephone:</b>	01904 552547
<b>Report approved:</b>	Yes
<b>Date:</b>	06 November 2023

## Co-author

<b>Name:</b>	Julian Ridge
<b>Job Title:</b>	Transport Strategy
<b>Service Area:</b>	Transport
<b>Telephone:</b>	01904 552435
<b>Report approved:</b>	Yes
<b>Date:</b>	06 November 2023

## Background papers

Executive Meeting on 12 October 2023

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

Scrutiny Meeting on 24 October 2023

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

## Annexes

Annex A: Detailed Policies for consultation

Annex B: Equalities Impact Assessment (EIA)

Annex C: Data Protection Impact Assessment (DPIA)