

Please ask for: Antony Spouse  
Telephone: 01482 613712  
Fax: 01482 614804  
Email: Antony.Spouse@hullcc.gov.uk  
Text phone: 01482 300349  
Date: Wednesday, 05 October 2022

**Dear Councillor,**

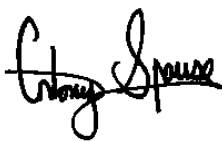
**Economy and Environment Overview and Scrutiny Commission**

The next meeting of the **Economy and Environment Overview and Scrutiny Commission** will be held at **10:00** on **Thursday, 13 October 2022** in **Room 77**.

The Agenda for the meeting is attached and reports are enclosed where relevant.

Please Note: It is likely that the public, (including the Press) will be excluded from the meeting during discussions of exempt items since they involve the possible disclosure of exempt information as describe in Schedule 12A of the Local Government Act 1972.

Yours faithfully,



Scrutiny Officer  
for the Chief Executive

## **Economy and Environment OSC**

**To: Membership:**

Councillors Burton (DC), Furley (C), Gardiner, Harper-Riches, Healand, C Randall, Wareing, Wilkinson and Woods

**Officers:**

Mark Jones, Director of Regeneration

Alex Codd, Assistant Director Economic Development and Regeneration

Garry Taylor, Assistant Director, Major Projects, Culture & Place

Andy Burton, Assistant Director, Assistant Director Streetscene

Antony Spouse, Scrutiny Officer (x5)

**Portfolio Holders:**

Councillor Conner, Portfolio: Environment

Councillor Ieronimo, Portfolio: Transportation, Roads, Highways and Flood Prevention

Councillor Pritchard, Portfolio: Communities, Crime Prevention and Culture

Councillor Drake-Davis, Portfolio: Regeneration

**For Information:**

Reference Library (Public Set)

## **Economy and Environment Overview and Scrutiny Commission**

**10:00 on Thursday, 13 October 2022**

**Room 77**

### **A G E N D A**

#### **PROCEDURAL ITEMS**

**1 Apologies**

To receive apologies for those Members who are unable to attend the meeting.

**2 Declarations of Interest**

To remind Members of the need to record the existence and nature of any Personal and Discloseable Pecuniary interest in items on the agenda, in accordance with the Member Code of Conduct.

(Members Code of Conduct - Part D1 of the Constitution)

**3 Minutes of the Meeting Held 22 September 2022 5 - 20**

To approve the minutes as a true record.

#### **NON-EXEMPT ITEMS**

**4 Commission Resolution List 21 - 22**

To update the Commission on any questions or actions raised at previous meetings.

**5 Portfolio Holder Update - Leader of the Council**

To enable the Portfolio holder to update the Commission on his priorities and key developments that fall within the remit of the Commission.

<b>6</b>	<b>Regeneration Directorate Update - Period 5 Revenue Budget Monitoring Report</b>	<b>23 - 30</b>
	To enable the Commission to scrutinise the latest budget position.	
<b>7</b>	<b>Hull Carbon Pathway Draft Action Plan and Yorkshire and Humber Climate Commission Hull Action Plan Consultation</b>	<b>31 - 62</b>
	To undertake pre-decision scrutiny prior to the report being presented at Cabinet.	
<b>8</b>	<b>Amendment to Street Trading Policy</b>	<b>63 - 102</b>
	To consider a report detailing an amendment to the Street Trading Policy and fees prior to it being taken to Cabinet.	
<b>9</b>	<b>Commission Work Programme 2022/23</b>	<b>103 - 112</b>
	To consider and approve the draft Work Programme for 2022/23.	

## **EXEMPT ITEMS**

## **Economy and Environment Overview and Scrutiny Commission**

**10:00 a.m. Thursday, 22 September 2022, Council Chamber, The Guildhall, Alfred Gelder Street, Hull, HU12AA**

**Present:** Councillors Belcher (Substituting for Councillor Harper-Riches), Furley (Chair), Healand, Herrera-Richmond (substituting for Councillor Gardiner), Payne (substituting for Councillor Burton), C Randall, Wareing, Wilkinson and Woods

**In attendance:**

Councillor Ieronimo, Portfolio Holder for Transportation, Roads, Highways and Flood Prevention, Hull City Council

A. Codd, Assistant Director, Economic Development and Regeneration, Hull City Council

G. Taylor, Assistant Director, Major Projects, Culture and Place, Hull City Council

A. Burton, Assistant Director, Streetscene, Hull City Council

K. Ryan, Strategic Transport Manager, Hull City Council

B. Gilligan, Area Director, East Yorkshire Motor Services

M. Cranwell, Managing Director, Stagecoach East Midlands

A. Spouse, Scrutiny Officer, Committee and Scrutiny, Town Clerk's Service, Hull City Council

**Apologies:** Councillors Burton (DC), Gardiner and Harper-Riches

Minute Number		Action to be Taken by
17.	(2) DECLARATIONS OF INTEREST	Scrutiny Officer – AS
No declarations of interest were submitted for the following agenda items.		

18.	(3) MINUTES OF THE ECONOMY AND ENVIRONMENT OVERVIEW AND SCRUTINY COMMISSION HELD ON THURSDAY, 14 JULY 2022	(a) Scrutiny Officer – AS
The Scrutiny Officer submitted the minutes from the July meeting for consideration and approval by the Commission.		
Recommendations:		Reasons for Recommendations:
<b>Agreed:</b>  a) That the minutes of the meeting held on Thursday, 14 July 2022, are agreed, and having been printed and circulated, be taken as read, and correctly recorded and be signed by the Chair.		a) N/A

<b>19.</b>	<b>(4) ECONOMY AND ENVIRONMENT OSC - RESOLUTION LIST</b>	<b>(a)</b> Scrutiny Officer – AS
The Scrutiny Officer submitted the resolution list for consideration by the Commission.		
<b>Recommendations:</b>		<b>Reasons for Recommendations:</b>
<b>Agreed:</b>  a) The resolution list is noted.		a) N/A

<b>20.</b>	<b>(5) PORTFOLIO HOLDER UPDATE – PORTFOLIO HOLDER FOR TRANSPORTATION, ROADS, HIGHWAYS AND FLOOD PREVENTION.</b>	<b>(a-b)</b> Cllr Ieronimo / M. Jones / G. Taylor / A. Codd
<p>Councillor Ieronimo, Portfolio Holder for Transportation, Roads, Highways and Flood Prevention attended for the item and outlined his priorities for the year ahead which included (1) effective consultation with the public (2) enabling the movement of people around the City (3) fixing roads and footpaths (4) flood prevention.</p> <p><b>The Commission discussed:</b></p> <p>i. Why road safety was not covered within the transport survey and whether it constituted an omission. The Portfolio Holder advised the Commission that there had not been a conscious decision to omit questions around road safety. The main driver for the survey had been public concerns regarding traffic congestion and traffic flow. Road safety would always be a priority.</p>		

- ii. How it would have been useful to have received a written report in advance of the meeting, so Members could have prepared questions ahead of the meeting. The Portfolio Holder acknowledged the request and offered to provide written updates to future meetings should the opportunity arise.
- iii. Modal shift and what the new administration was going to do to encourage the public to forgo their cars for alternative modes of transport. The Portfolio Holder acknowledged the importance of modal shift and the need for effective dialogue with the general public in order to garner their support. There had been some behavioural changes, but more was needed. He felt it would be important to work with local communities going forward. The challenges facing bus operators did not help because people needed a credible alternative to the car. Bus services would be vital in helping deliver modal shift. He hoped the upcoming transport summit and cross party transport group would help to encourage changes in behaviour. Any solution would be dependent on a partnership approach.
- iv. The need to educate the car driving public about how to interact with cyclists. The Portfolio Holder acknowledged the comments and explained that he would continue to work with officers to see what could be done. There was perhaps scope to educate the public via the Council's consultation framework.
- v. Whether the transport survey questions were weighted with a view to eliciting specific responses. The Portfolio Holder advised the Commission that was not the intention. The consultation document had been developed in collaboration with officers. The aim was to secure the broadest possible picture.
- vi. Why the completion of the Marfleet flyover works had been delayed. The Assistant Director Streetscene advised the Commission that there had been supply chain issues and further complications had been identified once the work started.
- vii. Whether the criteria for highway and footway works was always in residents best interests. The Portfolio Holder acknowledged the comments and suggested Members perhaps needed to push back on occasion.
- viii. The need to educate all members of the travelling public whether they be car drivers, cyclists or pedestrians.
- ix. The upcoming Transport Summit, who had been invited, and whether it would include scrutiny Members. The Portfolio Holder advised the Commission that they had tried to keep officer and Member involvement to a minimum in order to encourage a frank and open discussion.



<p>x. The traffic congestion caused by parents taking their children to and from school; the future of the City's ring road; future plans in regard to electric charging points and prioritising key areas of the City; if the new administration was likely to pursue the same budget mix when it came to highway and footway maintenance; opportunities to promote sustainable drainage through the Local Plan and in consultation with local water companies. The Portfolio Holder advised the Commission work was underway to determine how they could encourage more parents not to drive their children to and from school; they would look at the issues relating to the ring road; discussions were ongoing regarding electric charging points but the Council was awaiting further guidance from Government; he would have liked to invest more funding in footways but funding was limited; there would be opportunities to discuss sustainable drainage through the Planning Committee and he acknowledged the comments regarding water companies and opportunities to involve them in future discussions.</p> <p>xi. The updated road works list, how many Members found it extremely useful, and whether it was still being circulated on a weekly basis. The Assistant Director Streetscene advised the Commission that as far as he was aware the bulletin was still circulated on a weekly basis, but he would confirm that was the case.</p> <p>xii. Whether the Portfolio Holder was willing to be cheerleader for modal shift, and a concern that that the transport survey would generate anecdotal evidence rather than hard evidence and effective solutions. The Portfolio Holder advised the Commission that he was willing to be a cheerleader for modal shift, but the Council needed to take the public with them and explain the wider benefits. The survey results would inform strategy rather than lead strategy.</p>	
Recommendations:	Reasons for Recommendations:
<p><b>Agreed:</b></p> <p>a) The Portfolio Holder is thanked for updating the Commission on his priorities for the year ahead and the Commission welcomes the commitment to provide written updates to future meetings.</p> <p>b) The Commission be kept updated on the progress of the Transport Survey, and the outcome of the Transport Summit, that is due to take place in October 2022.</p>	<p>a) N/A</p> <p>b) N/A</p>

21.	(6) BUS STRATEGY IMPROVEMENT PLAN	(a-b) A. Burton / K. Ryan / B. Gilligan / M. Cranwell
	<p>A. Burton, Assistant Director, Streetscene, Hull City Council, K. Ryan, Strategic Transport Manager, Hull City Council, B. Gilligan, Area Director, East Yorkshire Motor Services, and M. Cranwell, Managing Director, Stagecoach East Midlands, attended for the item.</p> <p>The Strategic Transport Manager introduced the paper and explained that while the Bus Strategy Improvement Plan (BSIP) funding bid had been unsuccessful, partners were still committed to working together through an enhanced bus partnership, with a view to improving services across the City.</p> <p>B. Gilligan, Area Director, East Yorkshire Motor Services, addressed the Commission and explained that he was disappointed that the partnership had not received (Department for Transport) funding as he felt the bid had been very strong and ambitious. York had been the only successful bidder in the region, and he felt their success highlighted the importance of a consistent long term strategy. It was a difficult time for the industry, and while they had received good support through the covid crisis, ongoing pressures, including labour market pressures, were presenting significant challenges. The ongoing pressures had necessitated network changes, and more changes were likely. He was very disappointed that they could not currently provide the level of service the public deserved.</p> <p>M. Cranwell, Managing Director, Stagecoach East Midlands, addressed the Commission and explained that passengers levels were only at 75% of pre-covid levels. Network changes had been introduced in July 2022. Fares had been revised in April 2022, with a view to introducing more flexibility. There had also been some additional investment into the company, which had enabled them to establish a new call centre in Perth. As with East Yorkshire Motor Services, the main challenge was staffing, and he had not experienced a situation like this. They were still building up driver numbers after the DVLA had stopped issuing new licences during the pandemic. They currently had 120 new recruits working their way through the system, and they hoped to fill all the current vacancies. They had invested more money in instructors and buses. He was very encouraged by the ongoing partnership work and felt the BSIP provided an excellent base moving forward.</p> <p><b>The Commission discussed:</b></p> <ul style="list-style-type: none"> <li>i. The Department for Transport funding and how rural areas had seemed to benefit over cities. The Strategic Transport Manager advised the Commission that the Council continued to explore potential funding streams and had bid for funding through Transport for the North.</li> </ul>	

- ii. Opportunities to work with colleagues across the region with a view to opening up new funding streams. The Strategic Transport Manager advised the Commission that the Bus Alliance would add weight to future funding applications. Hull City Council held regular meetings with colleagues in East Riding with a view to improving bus connectivity. Ticketing was a slightly different issue, but they continued to explore opportunities.
- iii. The number of complaints Councillors were receiving from members of the public regarding service cancellations and if we knew what percentage of buses were actually running to time. The Managing Director Stagecoach East Midlands advised the Commission that 94% of their services ran to time and 99.5% of the total mileage was being met. The delays did impact on mid-point punctuality. They did try to spread the impact across services, but it did represent a daily challenge. A Councillor questioned the accuracy of the figures as they believed their own experience suggested buses were being cancelled on a more regular basis. The Managing Director Stagecoach East Midlands advised the Commission that all buses were tracked, and the information was used to generate the performance data. He would be happy to follow up any specific queries. They were continuing to look at improving their App and real time information boards. Traffic congestion continued to be the main impactor on journey times; bus lanes had helped enormously.
- iv. The efficiency and popularity of cross city routes, issues that arose when buses were forced to swap drivers in the interchange, and the implications for passenger safety. The Managing Director Stagecoach East Midlands advised the Commission the cross city services did present challenges, but the data showed that passengers did not like to change buses, with passenger numbers falling by 20% if asked to do so.
- v. The reliability of the information provided by East Yorkshire Motor Services in regard to short notice cancellations and whether the public could rely on that information. The Area Director for East Yorkshire Services advised the Commission that the short notice cancellations were only updated from 7.30 a.m. in the morning, but they were looking to address the issue. Unfortunately, their call-centre remained down following a cyberattack.
- vi. The fact that not all members of the public were digitally enabled, and many people liked to have a printed timetable. Whether call centre staff in Perth could be expected to answer service queries from members of the public in Hull. The Managing Director, Stagecoach East Midlands, advised the Commission that their call centre employed dedicated customer service staff who had a very good understanding of the service. Because the pandemic had impacted so much on services it had not been possible to produce paper timetables, but that would change moving forward.

- vii. Whether pay and conditions had worsened and were discouraging people from becoming bus drivers. The Area Director for East Yorkshire Motor Services advised the Commission that their drivers had recently received a 10% pay award, and the company was trying to be as flexible as possible when it came to staff working hours. The company's experience was that fewer people were willing to work shifts post pandemic.
- viii. Whether more could be done to utilise empty buses, for examples buses that were coming back from school or college runs. The Area Director for East Yorkshire Motor Services advised the Commission that school buses were often driven by staff on dedicated contracts so they could not be easily utilised.
- ix. Confusion regarding the Number 2 service and the routes it took through the city centre. The Managing Director, Stagecoach East Midlands, acknowledged the comments and offered to review the way information was relayed to passengers.
- x. If passenger behaviour had changed significantly since the pandemic, particularly in relation to the 5 day working week, and whether bus companies were seeing reduced numbers at certain times, and if that was impacting on products such as the Hull Card. The Managing Director, Stagecoach East Midlands advised the Commission that figure for the Hull Card had held up pretty well alongside the general reduction in passenger numbers. There had been a greater drop off in other areas of the country where more people were able to work from home.
- xi. Further opportunities for family tickets and cross ticketing to build on the success of the Hull Card, and whether that could be supported online. The Managing Director, Stagecoach East Midlands advised the Commission that the KAT card (for under 19's) had been introduced and people could also purchase a £5 day rider that covered both bus services, something that had been raised at a previous scrutiny meeting. A member queried if the day rider could be purchased online. The Managing Director, Stagecoach East Midlands explained that the technology was advancing it was something they could explore moving forward. Both companies operated flexi tickets. There were also group ticket offers. Partnership work and communication remained key. The Area Director for East Yorkshire Motor Services explained that because both companies operated different online Apps, cross ticketing was challenging, but it was possible within the industry. There were potentially more opportunities with the Hull Card offer. While travel to work journeys had fallen, leisure travel had increased, which was very welcome.
- xii. Bus services for special events such as the Humber Sesh. The Area Director for East Yorkshire Motor Services explained that he had been disappointed that EYMS had not been able to provide more services at Hull Sesh, but they just did not have the resources.

- xiii. If both bus companies supported the Northern Park and Ride proposals. The Area Director for East Yorkshire Services advised the Commission that any park and ride scheme would need to be short and quick in order to be commercially viable.
- xiv. Whether university students could be offered an additional discount as £5 for a day rider was perhaps too expensive.
- xv. Ongoing conversations about bus lanes, their hours of operation, and whether reducing those hours would have a significant impact on the services provided by bus companies. The Managing Director, Stagecoach East Midlands advised the Commission that there was plenty of evidence to demonstrate the effectiveness of bus lanes, with 80% of current services benefitting from the regulations. The associated fines were also used to subsidise the Hull Card. The Area Director for East Yorkshire Motor Services advised the Commission that bus lanes enabled bus companies to maintain a consistency of service. Over 25% of retail spend was supported by bus travel. Support for bus lanes also demonstrated commitment to modal shift. Other areas of the country, such as London, had already made great strides in developing holistic transport solutions.
- xvi. A journey a Councillor had made into the city centre that morning without seeing a single bus in a bus lane, and how that sometimes made it difficult to justify the argument for bus lanes. The Area Director for East Yorkshire Services explained that a single bus journey was equivalent to 75 car journeys. People would need to be nudged into it if we wanted to achieve significant modal-shift.

Recommendations:	Reasons for Recommendations:
<p><b>Agreed:</b></p> <ul style="list-style-type: none"> <li>a) The Commission notes the Bus Strategy Improvement Plan Update and welcomes the continued commitment to partnership working displayed by the Council, and local bus operators, despite the unsuccessful funding bid.</li> <li>b) Stagecoach and East Yorkshire Motor Services are thanked for attending the meeting and outlining the work they are undertaking to address the challenges facing the industry and bus services in the City.</li> </ul>	<ul style="list-style-type: none"> <li>a) N/A</li> <li>b) N/A</li> </ul>

22.	<b>(7) ASSISTANT DIRECTOR PRESENTATION – MAJOR PROJECTS, CULTURE AND PLACE</b>	<b>(a-b)</b> M. Jones / G. Taylor
<p>G. Taylor, Assistant Director, Major Projects, Culture and Place, Hull City Council, attended for the item and introduced the presentation which updated the Commission on the Albion Square Development; Levelling-Up Fund (Round 1) and plans for the Matrix and city centre grants scheme; Levelling-Up Fund (Round 2) and plans for the City Hall and the transport bid to the north of the City; key heritage projects; old town and city centre projects; Queens Gardens; Hull Maritime Project; South Blockhouse; School Investment Programme; key energy projects which would help the Council become carbon neutral by 2030; investment in leisure facilities; tourism events and volunteering; culture.</p> <p><b>The Commission discussed:</b></p> <ul style="list-style-type: none"> <li>i. Whether Albion Square was on schedule; if Government grants would be clawed back should the scheme not go ahead; how many trees would be included in the urban park. The Assistant Director, Major Projects, Culture and Place advised the Commission that the scheme was on schedule, but they continued to manage costs pressures and identify potential savings. The Government was likely to want its funding back. He did not have a figure for the number of trees in the urban park, but it would be significant.</li> <li>ii. Where the Matrix project would be located. The Assistant Director, Major Projects, Culture and Place advised the Commission that no decision had been made, and any decision would be subject to the Council's decision making process and pre-decision scrutiny.</li> <li>iii. How much flexibility the Council had in regard to allocating the city centre grants. The Assistant Director, Major Projects, Culture and Place advised the Commission that the latest grants were very flexible, as long as they were used to bring properties back into use.</li> <li>iv. The progress of the public realm works around the Mary Murdoch Bridge. The Assistant Director, Major Projects, Culture and Place advised the Commission that the work was within the Highways Capital Project. The scheme was still in its early stages, but they were currently in the process of appointing an architect.</li> <li>v. If plans for the Ice Arena were still going ahead? The Assistant Director, Major Projects, Culture and Place advised the Commission that there was an expectation that an options paper on ice provision would go to a future Cabinet meeting.</li> </ul>		

- vi. The schools programme, whether the Boulevard Academy was now complete, if the Council had adopted and lit the adjoining footpath, and whether there were any plans for the green space next to the school. The Assistant Director, Major Projects, Culture and Place advised the Commission that the scheme was ninety nine percent complete with the snagging process currently underway. He explained that he would need to follow up the queries regarding the path and green space and would get back to the Councillor outside of the meeting.
- vii. The success of the Bonus Arena and whether the Council was receiving an income as part of a profit share agreement. The Assistant Director, Major Projects, Culture and Place advised the Commission that the Council did have a profit share agreement and the money went into the Council's cultural programme. The Arena was doing very well.
- viii. If the business case for the Hull District Heating Plan would go before scrutiny. The Assistant Director, Major Projects, Culture and Place advised the Commission that the proposals and delegations had already been through the Council's decision making process and had been subject to scrutiny. He was happy to bring back updates on any of the projects.
- ix. The closure of the swimming pool at the Ennerdale Leisure Centre and if there was any chance the pool would be reopening in the near future. The Assistant Director, Major Projects, Culture and Place advised the Commission that the pool was losing water and would require significant engineering works. Any decision regarding its future would need to go to Cabinet.
- x. If there was any news on the funding bid for Bude Park. The Assistant Director, Major Projects, Culture and Place advised the Commission that there was no news as yet, but they had been in dialogue for five years and they remained hopeful.
- xi. If the historic obstacles associated with a northern park and ride scheme had been overcome. The Assistant Director, Major Projects, Culture and Place advised the Commission that there were a number of options around the park and ride scheme. The area had seen significant development since the project was first developed. Recent survey work suggested the main traffic problems were caused by traffic travelling east to west and vice versa, which suggested the actual footprint of the scheme could be much smaller than originally anticipated, with a second capture point on or near Kingswood.

- xii. If we were exploring opportunities for partnership work and joint working in regard to district heating schemes in order to share costs and risks. The Assistant Director, Major Projects, Culture and Place advised the Commission that there was an approximate 60/40 split between Council properties and the third sector, with a small number of private sector participants. The Council remained engaged with Hull Royal Infirmary, and the infrastructure was designed to allow for further expansion.
- xiii. Whether the Albert Avenues Baths heating system had been upgraded to ensure it was efficient and could be adapted to other energy sources. The Assistant Director, Major Projects, Culture and Place advised the Commission that the new system was future proofed and included a connection point for district heating. The new system was the most efficient gas system in the world and could be converted to green energy should the opportunity arise. Ground source options had been explored, but they had not been deemed cost effective at the time; it was perhaps something they could revisit in future, given the steep rise in energy prices.
- xiv. If the 2500 square metres of retail space at Albion Square was still viable. The Assistant Director, Major Projects, Culture and Place advised the Commission that the space had been re-categorised as flexible space, so could be used for other uses, such as office and flexible workspaces. A Member queried if any market testing had been undertaken to determine demand. The Assistant Director, Major Projects, Culture and Place advised the Commission that because the space could not be used for residential, they had not attached an income stream to it, thus removing any risk, although it would generate income.
- xv. If the car parking provision was purely commercial or whether residents would be able to use the facility. The Assistant Director, Major Projects, Culture and Place advised the Commission that in order to encourage modal shift there were no car parking requirements attached to city centre residential developments. The Council would run the car park and it was exploring options for a green parking pool, that could include residents. Residents would still receive city centre parking permits.



Recommendations:	Reasons for Recommendations:
<p><b>Agreed:</b></p> <ul style="list-style-type: none"> <li>a) The Commission notes the presentation and looks forward to receiving further updates, and undertaking pre-decision, as key projects, including the Matrix and Albion Square progress.</li> <li>b) The Assistant Director, Major Projects, Culture and Place is asked to respond to the Councillor's queries regarding the Boulevard School works, outside of the meeting.</li> </ul>	<ul style="list-style-type: none"> <li>a) N/A</li> <li>b) N/A</li> </ul>

<b>23.</b>	<b>(8) STONEFERRY CORRIDOR COMPENSATION EVENTS</b>	<b>(a)</b> Cabinet / DSO – LS / M. Jones / G. Taylor
G. Taylor, Assistant Director, Major Projects, Culture and Place, Hull City Council, attended for the item and introduced the report which sought to address the Stoneferry Corridor compensation events. He explained that the compensation events would not place any additional pressures on the Council's capital programme, but the sums involved required an executive decision.		
<b>Recommendations:</b>		<b>Reasons for Recommendations:</b>
<b>a)</b> The Commission supports the recommendation (Option 2), to allocate circa £1.1 million from the 2022/23 from the Highways Capital budget to meet the Stoneferry Corridor compensation events, in order to reduce the risk of legal action and support project delivery.		<b>a)</b> As per the minute.

<b>24.</b>	<b>(9) ECONOMY AND ENVIRONMENT OSC – WORK PROGRAMME 2022/23</b>	<b>(a)</b> Cabinet <b>(b)</b> M. Jones / G. Taylor
The Scrutiny Officer circulated the latest version of the 2022/23 Work Programme for consideration by the Commission.		
<b>Recommendations:</b>		<b>Reasons for Recommendations:</b>
<b>Agreed:</b>  <b>a)</b> The latest version of the 2022/23 Work Programme is agreed.		<b>a)</b> N/A

<b>25.</b>	<b>(10) EXCLUSION OF THE PRESS AND PUBLIC</b>	
The Commission considered excluding the press and public for Agenda Item 11.		
<b>Recommendations:</b>		<b>Reasons for Recommendations:</b>
<b>Agreed:</b> <p>a) That, in accordance with the provisions of Section 100(A)(4) of the Local Government Act, 1972, the public (including the Press) be excluded from the meeting for the following item of business, agenda item 11, minute 26, on the grounds that it involves the likely disclosure of exempt information, as defined in paragraph 3, Part 1, of Schedule 12A, of the Act, and includes information relating to the financial and business affairs of any particular person (including the authority holding that information) and the public interest in maintaining the exemption, outweighs the public interest in disclosing the information.</p>		<p>a) As per the minute.</p>
<b>26.</b>	<b>(11) STONEFERRY COMPENSATION EVENTS (EXEMPT APPENDIX)</b>	
The Commission discussed the content of the exempt appendix and asked a series of questions of officers.		



## ECONOMY AND ENVIRONMENT OVERVIEW & SCRUTINY COMMISSION - RESOLUTION LIST - 13

Commission Date	Agenda Items	Reason for Submission and Actions	DUE DATE	RAG	Action/Decision Allocation
10.00 a.m. Monday 20 June	Director of Regeneration Presentation	To update the Members on any service, policy or strategy developments that fall within the remit of the Commission and may need to be included in the future work programme.  :- Levelling Up :- Shared Prosperity Fund (Local Delivery Partnership) Updates :- Economic Outlook :- Humber Freeport :- Devolution			
10.00 a.m. Monday 20 June		b) The Commission welcomes the commitment to providing Carbon Literacy Training, to improve understanding of climate change across the Council, and asks that Members are invited to participate in the process, in order to support their work.	2022	A	M. Budd
10.00 a.m. Monday 20 June	Commission Work Programme 2022/23	To consider and approve the draft Work Programme for 2022/23.			
10.00 a.m. Monday 20 June		c) The Portfolio Holder for the Environment is invited to attend an upcoming meeting of the Commission to outline her priorities.	2022	A	Scrutiny Officer - AS

OCTOBER 2022
Economy and Regen are in the process of liaising with Member Support and Development with a view to scheduling the Member training.
Councillor Conner has been invited to attend the October Commission meeting when the 'Hull Carbon Pathway Draft Action Plan and Yorkshire and Humber Climate Commission Hull Action Plan Consultation' is due to be discussed.



**Regeneration Directorate Update – 2022/2023 Period 5 Monitoring**

**Briefing Paper of the Director of Regeneration**

**1. Purpose of the Paper and Summary**

- 1.1. To provide an overview of the revenue budget monitoring position for Regeneration at Period 5, explanations for material variances from budget and the management actions being taken where appropriate.

**2. Summary**

- 2.1. The latest projection for Period 5 is an overspend on the current budget of £7.309m. Of this £5.8m relates to rising energy costs resulting from global volatility of electricity, gas and fuel markets, which are impossible to mitigate within the respective service areas. Due to its proximity to reporting deadlines, the impact of the recently announced cap on gas and electricity prices is not factored into the forecast outturn position.
- 2.2. The Period 5 financial summary notes the available budget together with explanations of material variances for each service area.

**3. Current position and Forecast**

**Economic Development & Regeneration**

- 3.1. A clawback of adult education funding relating to the 2021/22 academic year is expected. Currently estimated at £0.606m, the final value will be known later in the Autumn when student numbers are able to be reviewed and a decision is made by the funding body.
- 3.2. Apprentice numbers are expected to be lower than profiled resulting in less grant income than anticipated which the service is working to mitigate across the service.

## Property & Assets

3.3 At £5m, the impact of the current energy market accounts for the majority of the variance. A number of operational measures are being examined to mitigate the electricity and gas pressure and these are factored into the forecast outturn position and include:

- Acceleration of the post COVID concentration of staff into Guildhall Campus and planned closure of under-occupied buildings which includes the withdrawal of staff from Earle House, Maritime Buildings, Midmere School, Festival House (part), Pacific Exchange and Brunswick House (part).
- Maintenance reviews of heating systems and programmes across the office portfolio.
- Completion of LED lighting energy reduction works.
- Adjusting heating and air-conditioning regime across the leisure portfolio working in conjunction with HCAL.

3.4 The Government has recently announced an energy support scheme for businesses and public sector organisations including local authorities. This will cover an initial period of six months from October'22 and will be in the form of an energy price increase cap. This may have a positive impact on the reported pressure but at this stage it is not possible to quantify what this may be.

3.5 Inflation and an expected reduction in income regards Guildhall events accounts for £0.179m pressure.

## Major Projects & Infrastructure

3.6 A £150k pressure regards Hull Fair is anticipated as a result of additional costs of emergency preparedness arrangements, anti-terrorism and additional CCTV security. The initial estimate of street lighting electricity costs has been revised down to a pressure £0.475m; as outlined above, at this time it is not possible to quantify any impact the energy support scheme may have on these costs.

## Chief Executive

3.7 A small variance is anticipated.

## Streetscene

3.8 A combination of c£2m pressure mitigated by £1.1m cost reduction and higher income. Pressures relate to higher fuel prices and inflation; lower than budgeted parking related income which continues to be below pre-Covid levels; fleet transport saving which is not yet secured and extended grounds maintenance works.



- 3.9 Mitigating the pressure is higher than budgeted income from the sale of recyclable materials where the market continues to be buoyant, and a saving in the concessionary bus fares scheme following agreement with bus operators regards financial support for this financial year.

#### 4. **Progress on Savings**

- 4.1. All efficiency savings identified in the MTFP for the Directorate of £0.470m are on course to be delivered in 2022/23.
- 4.2. An exercise is currently being carried out to identify additional efficiency savings totalling around 1% of the overall service areas budget across all Directorates. It is anticipated that Regeneration will contribute about £0.470m to the overall target.

#### **Director of Regeneration**

Contact Officer:	Wendy Lightfoot
Telephone No:	(61) 3682
Officer Interests:	None
Background Documents:	None

## 1.1 Summary Directorate Position

Director of Regeneration	Full Year Budget	Projected Variance from Budget
Service Area	£'000	£'000
Economic Development and Regeneration	4,864	641
Property & Assets	7,794	5,191
Chief Executive	1,091	18
Major Projects and Infrastructure	5,317	625
Streetscene	31,660	834
<b>NET EXPENDITURE</b>	<b>50,727</b>	<b>7,309</b>

## 1.2 Economic Development and Regeneration

Value of projected variance from Budget £'000	Comments / reasons for variance
606	Potential clawback of adult education budget due to under delivery. Latest understanding from the Education and Skills Funding Agency is the clawback will be the difference between delivery and the total allocation. £300k of the clawback was accounted for in the 2021/22 accounts resulting in this impact this financial year.
216	Apprenticeships numbers to date are lower than profiled, resulting in less income than expected.
-181	Forecast vacancy savings across the service, including within Hull Training and Adult Education, which may improve the year progresses.
20	Additional staff member in Comms and Marketing for ongoing work related to covid
<b>661</b>	<b>Total Service Area projected variance</b>
Value of corrective actions/assumptions needed for position reported £'000	Comments on actions/assumptions
-20	Comms and Marketing cost funded via the COVID Contain Outbreak Management Fund (COMF) monies.
<b>-20</b>	<b>Total Service Area corrective actions/assumptions</b>
<b>641</b>	<b>Net Service Area variance</b>

### 1.3 Property & Assets

Value of projected variance from Budget £'000	Comments / reasons for variance
2,612	Inflation pressure, electricity - based on consumption in 2021/22 with an estimated increase in price of 120%.
2,400	Inflation pressure, gas - based on consumption in 2021/22 with an estimated increase in price of 300%.
129	Inflation pressures for 2022/23 - Postage £80k forecast 18% increase from Nov '22. Cleaning Materials £8k. Food (at adult care homes) £14k. R&M materials £25k. Rents Payable £2k .
400	Remaining WorkSmart saving.
150	£150k of aged debt relating to Hull KR occupation of KREATE has been written off as part of the terms of the sale and is impacting upon the current years revenue income.
50	Income forecast for events/bookings of the Guildhall has not returned to pre-covid level and a pressure is now anticipated.
<b>5,741</b>	<b>Total Service Area projected variance</b>

Value of corrective actions/assumptions needed for position reported £'000	Comments on actions/assumptions
-550	Corporate mitigation of WorkSmart and bad debt pressures.
	Energy forecasts are based on consumption in 2021/22 and adjusted for the estimated reduction by reverting to pre-Covid ventilation settings and other energy controls such as reducing the heating season. Significantly different weather patterns this winter season, will therefore influence this position.
	Current charge-out rates for cleaning services include provision for the staff pay award at 3% effective from April'22, but potentially this will be higher. It is assumed the higher pay award estimated at c£100k will be able to be backdated in the billing process and charged-out to HRA, HCAL as well as external customers; however, this is not certain and is a risk.
<b>-550</b>	<b>Total Service Area corrective actions/assumptions</b>

<b>5,191</b>	<b>Net Service Area variance</b>
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### 1.4 Chief Executive

Value of projected variance from Budget £'000	Comments / reasons for variance
18	Largely due to vacancy management target.
<b>18</b>	<b>Total Service Area projected variance</b>

Value of corrective actions/assumptions needed for position reported £'000	Comments on actions/assumptions
<b>0</b>	<b>Total Service Area corrective actions/assumptions</b>

<b>18</b>	<b>Net Service Area variance</b>
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## 1.5 Major Projects and Infrastructure

Value of projected variance from Budget £'000	Comments / reasons for variance
475	Further work has been done to refine assumptions in the projection of street lighting electricity costs resulting in an £425k improvement from the previously reported view.
150	This is the overall forecast variance regards Hull Fair. It is largely a result of increased costs regards web based meeting requirements around GPS Steward Tracking equipment, emergency preparedness, accommodation, anti-terrorism controls, additional CCTV security together with a shortfall in fees & charges income.
<b>625</b>	<b>Total Service Area projected variance</b>
Value of corrective actions/assumptions needed for position reported £'000	Comments on actions/assumptions
<b>0</b>	<b>Total Service Area corrective actions/assumptions</b>
<b>625</b>	<b>Net Service Area variance</b>

## 1.6 Streetscene

Value of projected variance from Budget £'000	Comments / reasons for variance
1075	Inflation estimate: a) Fleet fuel pressure of £325k relates to price increases plus additional cost arising from the need to changeover from gasoil to diesel to comply with Government regulations. b) £430k waste disposal. c) £240k higher hire rates of refuse collection vehicles d) Other service items c£80k
555	Parking incomes: Covid continues to impact these revenue streams; a) lower bus lane CPE income receipts for first three months due to travel order restrictions accounts for c£100k of the pressure. The overall forecast parking related pressure of +£485k assumes some further improvement but this is not guaranteed; this continues to be closely monitored. b) In addition there is a continuing pressure regards commercial rent income; the shortfall last year was £70k and it is expected to be at a similar level this financial year..
190	Transport saving target to be secured.
-800	Sale of recyclable materials: While the current market situation remains, the overall sale price is buoyant however, the situation in Ukraine, sanctions on Russia, restrictions on exports from China due to Covid and price of oil are all key factors and will influence market prices. At this stage in the year some prudence is needed and the forecast variance is based on a similar amount of income being achieved to last years (record) level.
-306	Agreement reached with both bus operators regards concessionary fares funding which represents an under commitment compared to the budget to this value.
120	Additional cost of the agreed continuation of catch-up grounds maintenance works to end July.
<b>834</b>	<b>Total Service Area projected variance</b>
Value of corrective actions/assumptions needed for position reported £'000	Comments on actions/assumptions
	Assumed that if required £115k capital contribution is available towards maintenance of assets within public realm
<b>0</b>	<b>Total Service Area corrective actions/assumptions</b>
<b>834</b>	<b>Net Service Area variance</b>





**Report to** Cabinet 24 October 2022

Economy & Environment  
Overview & Scrutiny

Commission 13 October 2022



**Wards:** City Wide

Hull Carbon Pathway Draft Action Plan and Yorkshire and Humber Climate Commission Hull Action Plan Consultation
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**Report of the** Corporate Director Regeneration

This item is not exempt

Therefore exempt reasons are not applicable

This is a key decision. The matter is in the Forward Plan  
Forward Plan no. 0053/22

1. Purpose of the Report and Summary

- 1.1 Climate change is the most significant long term threat facing the city and its residents.
- 1.2 The city has experienced the impacts of a changed climate through the floods in 2007, tidal surge in 2013 and heatwave in 2022. These have been a result of only a 1.1<sup>0</sup>c increase in global temperatures and current global commitments are projected to deliver a global temperature increase by the end of the century of 2<sup>0</sup>c-3<sup>0</sup>c.
- 1.3 The City net zero target for 2045 is science-based and is in alignment with the United Nations Paris Agreement<sup>1</sup> to keep global temperatures to a 1.5<sup>0</sup>c increase and no more than 2<sup>0</sup>c.
- 1.4 The Report seeks to publish the Hull Carbon Pathway Summary report agreed by Cabinet on the 24th January 2022 (Minute 82) and referenced in the Community Strategy and Corporate Plan paper agreed by Cabinet on the 27<sup>th</sup> June 2022 (Minute 10), and associated draft for consultation of the Pathway Action Plan to progress the net zero pathway for the city (Appendix 1).

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<sup>1</sup> <https://unfccc.int/process-and-meetings/the-paris-agreement/the-paris-agreement>

- 1.5 In addition, a wider set of actions will be consulted on covering carbon reduction, the ecological emergency and climate adaptation developed by the Yorkshire and Humber Climate Commission<sup>2</sup> and agreed by the Yorkshire Leaders (Appendix 2). This is to identify actions that can be taken in Hull to support the Commissions actions.
- 1.6 The report proposes to undertake further consultation with businesses, residents, partners, and services to support the development of the climate change and ecological emergency action plan and to hold discussion on the challenges faced by the city in delivering the carbon pathways and meeting net zero by at least 2045 and adapting to a changed climate.
- 1.7 Following these consultations, a revised action plan will be produced for the period through to 2030 aligning actions to the pathway required and a robust monitoring and reporting framework.
- 1.8 In support of the carbon neutral 2030 target it is proposed to agree an offsetting criterion for international trips undertaken by members and officers of the Council.
- 1.9 Appendix 3 provides a glossary of terms used throughout the report.
- 1.10 Hull City Council was one of the first Cities to adopt a climate emergency when it did so in March 2019 and has always been committed to tackling climate change and its consequences as a priority. This is evidenced by the Council being the first to adopt a city-wide Strategic Flood Risk Assessment<sup>3</sup> back in 2008 and having a Local Plan which actively supports on shore wind turbines, when adopted in 2017. In addition to this Hull was one of the first Global Water Resilient Cities<sup>4</sup> and is a Tree City of the World<sup>5</sup>.

## 2. Recommendations

- 2.1 That the Director of Regeneration is authorised to publish the draft Hull Carbon Pathway Action Plan and Yorkshire and

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<sup>2</sup> <https://yorksandhumberclimate.org.uk/>

<sup>3</sup> <https://www.hull.gov.uk/council-and-democracy/policies-and-plans/local-flood-risk-management-strategy#:~:text=Hull's%20Local%20Flood%20Risk%20Management%20Strategy%202022%20%2D%202028&text=The%20Environment%20Agency%20published%20the.and%20to%20the%20year%202100.>

<sup>4</sup> <https://www.arup.com/news-and-events/five-cities-selected-to-develop-global-water-resilience-framework>

<sup>5</sup> <https://treecitiesoftheworld.org/>



Humber Climate Commission Action Plan for public consultation to inform the creation of a new Climate Change Action Plan to 2030.

- 2.2 That the development of the Climate Change Action Plan utilises existing evidence collected by the Councils Customer Insight team and through partnerships with businesses, third sector, interest groups, young people, and residents.
  - 2.3 That the Council declares an Ecological Emergency to complement the existing Climate Emergency Declaration and carbon neutral and net zero targets. To complement the United Nations Conference of the Parties (COP) commitments on climate change and biodiversity loss.
  - 2.4 That any international trips are undertaken on Council business they include a carbon offsetting budget covering all flights, ship and road transport transfers included within the cost of the travel request.
  - 2.5 That the Council agrees a carbon offsetting value of £0.50p per kg of carbon emitted which is calculated by the Climate Change Team to fund carbon offsetting initiatives within the city boundary.
  - 2.6 The annual review of the carbon offsetting value is delegated to the Director of Regeneration in consultation with the Director of Finance and Transformation (Section 151 Officer).
3. Reasons for Recommendations
- 3.1 The Council needs to further develop its climate change action plan that will progress the targets agreed by the Council for the city and the organisation.
  - 3.2 The recommendations set out the approach for consulting on the development of a revised set of climate actions for carbon mitigation, ecology, and adaptation to climate change building upon the progress made to date.
  - 3.3 The declaration of the Ecological Emergency the Council builds upon the climate emergency declaration and provides a clear public and organisational message on the importance of addressing biodiversity loss as part of the city's climate change response. This mirrors the separation and focus adopted by the United Nations Climate Change Conference of the Parties<sup>6</sup> and United Nations Biodiversity Conferences<sup>7</sup> This sets, for example,

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<sup>6</sup> <https://unfccc.int/>

<sup>7</sup> <https://www.unep.org/un-biodiversity-conference-cop-15>

the achievements of Noddle Hill Nature Reserve and the international recognition, by the United Nations of Hull as a Tree City of the World<sup>8</sup>.

- 3.4 The offsetting commitment for international travel provides a clear link to the offsetting requirement of carbon neutrality and recognises that some international travel is important for the promotion and development of the city, but that this has a carbon impact. This can be mitigated through action within the city to support carbon sequestration with linked benefits for biodiversity and health and well-being.
  - 3.5 The offsetting budget to be set at £0.50 per kg carbon emitted and calculated by the Climate Change Team and reviewed as part of the annual budget setting process. The offsetting budget to be allocated to the Climate Change Team and used to fund local nature projects through a locally verifiable assessment (carbon insetting).
4. Impact on other Executive Committees (including Area Committees)
    - 4.1 The further development of the climate action plan will enable Members to support wider engagement within their communities and across Scrutiny areas.
    - 4.2 The action plan developed to address climate change will impact all communities in the city and the operations of the Council.
    - 4.3 The developed Action Plan will provide greater detail on the impact on Executive Committees.
5. Background
    - 5.1 The Councils Climate Change Action Plan is shaped by a set of commitments made by the Full Council in 2019 and Cabinet in January 2022 (Minute 82) these are:
      - Hull to become carbon neutral by 2030
      - Hull to become net zero by 2045
      - Hull City Council operations, except housing, to be net zero by 2040
      - Hull City Council housing operations to be net zero by 2045

- 5.2 The Cabinet in Minute 82 of January 2022 noted decisions made by Cabinet in October 2020 and agreed a new set of recommendations covering governance, procurement, commissioning, carbon emission reporting, training, property portfolio decarbonisation and fleet decarbonisation which built upon previous agreed actions (Appendix 4).
- 5.3 The Cabinet in January received a copy of the net zero carbon pathways produced for the city by the Carbon Trust. This sets out a set of pathways for transport, buildings, and industry to become net zero by 2045 and a linked action plan for the city. The action plan alongside actions specific to each of the pathways included wider interventions covering skills, engagement with communities and businesses and carbon sequestration development.
- 5.4 The current cost of living challenge has demonstrated the importance of decarbonisation and meeting the carbon neutral and net zero targets as quickly as possible. The recommendations provide the opportunity for the impact of the current crisis and the role of decarbonisation in addressing many of the systemic challenges to be discussed and addressed in the revision of the climate action plan for the city.
- 5.5 The Council is a member of the Yorkshire and Humber Climate Commission which has established a set of 50 actions for both climate mitigation and adaptation which has been approved by the Yorkshire and Humber Leaders and Chief Executives.
- 5.6 Work is currently ongoing at a regional level to progress the actions but there is a need for the Council to identify its contributions to the outcomes of the Commission Action plan through local climate change mitigation and adaptation action.
- 5.7 The Council has a strong working relationship around net zero action through the Oh Yes Net Zero campaign which includes over 120 businesses to date. In addition, The Waterline Summit in October provides further opportunity to increase understanding of the Pathway work.
- 5.8 The delivery of net zero activity by the Council is also supported by action plans in other key strategies of the Council and vice versa such as the Air Quality Strategy, local Transport Plan, Active Travel Strategy, Housing Strategy and emerging Open Spaces Strategy and Property Strategy for example.
- 5.9 The alignment of actions for mutual benefit is integrated into Government guidance from a number of Departments including Policy

6. Issues for Consideration

- 6.1 Wider consultation on the draft action plan developed from the carbon pathway work is essential to ensure that commitment is focused across the city and implications fully understood of the challenge ahead.
- 6.2 The consultation requires engagement across a wider group of stakeholders than previously engaged in the pathway work and to enable a wider group of stakeholders to shape additional action as well as support the Council in developing and delivering carbon neutral and net zero activity.
- 6.3 The consultation will utilise previous research undertaken in the city as part of the Customer Insight Team as well as undertake additional consultation with stakeholder groups and residents.
- 6.4 While a significant amount of action has been undertaken by the Council and stakeholders the scale and pace of change needs to increase if the carbon neutral target is to be achieved in an affordable way on the route to a net zero Hull by 2045 at the latest.
- 6.5 The inclusion of the Yorkshire and Humber Climate Commission Action Plan provides for a wider set of stakeholders to engage and identify their contribution and commitment to addressing climate change and the ecological emergency.
- 6.6 Engagement will be undertaken with the public, voluntary, business and public sectors and ensure all groups are represented. The consultation will follow the engagement commitment used by the Planning service in the Statement of Community Engagement.
- 6.7 It is important that progress on addressing climate change is not delayed while the consultation process is being undertaken. Therefore, the actions already committed to by the Authority in Appendix 4 will continue and some of the enabling actions in the draft pathway action plan will start to be progressed.
- 6.8 The Council is making progress on some of the actions identified in the Pathway draft action plan and these will be captured and reflected in the final consultation documents.
- 6.9 The development of the new action plan is an ongoing process as the Council and city respond to changes in Government policy and as

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<sup>9</sup> <https://laqm.defra.gov.uk/air-quality/featured/england-exc-london-policy-guidance/>

funding opportunities arise. It is also important that action by influential organisations in the city is captured and that the public and employees of the organisation are aware of the steps being taken and the role that they can play as employees and citizens.

- 6.10 The biodiversity upon which life on earth as we know it is dependant is under a threat that is as great as the climate emergency. The fossil fuelled economy is placing major pressure on our air, oceans, and land systems. This threat represents an ecological emergency of a comparable stature to the climate emergency.
- 6.11 The United Nations has a parallel process to the Conference of the Parties (COP) meetings on climate change, of which the last, COP26, was in Glasgow for biodiversity. This recognises that while the issues are linked there are significant ecological challenges not all of which are derived from climate change. The next UN Biodiversity Conference (COP15) in this year in Canada.
- 6.12 The declaration of an ecological emergency by the Council recognises not only the scale of the threat being faced and the key role that the Council and city can take in addressing these challenges, but also the differences and links between climate and biodiversity response.
- 6.13 The city has already been recognised for the last two years as a Tree City of the World by the United Nations and the work of the Local Nature Partnerships, Living with Water and HEYwoods alongside numerous community food growing projects has placed ecological protection on equal footing.
- 6.14 The inclusion of biodiversity net gain within the planning system, the carbon offsetting requirement in the 2030 carbon neutral Strategy and emerging Open Spaces Strategy all provide key delivery tools for the city to start to address the ecological emergency.
- 6.15 The Council's Environmental Policy Statement also provides the opportunity for the Council to address the ecological emergency and to better understand how procurement choices can have a positive ecological impact.
- 6.16 The 2030 Carbon Neutral Strategy includes carbon offsetting i.e., tree planting / habitat creation, as one of the seven key strategic themes with the Council's climate actions focused upon reducing carbon emission as quickly as possible by 2030. These actions reduce the amount of carbon that will then need to be offset each year, after 2030, for the Council to maintain its carbon neutral status.
- 6.17 However, as part of the Council's activity to promote the city, obtain inward investment and maintain strong cultural and historical links, there are times when travel outside of the UK is required.

- 6.18 Where travel outside the UK is identified as necessary the only decarbonisation solution is to offset the carbon emissions. This solution will not change by 2030.
- 6.19 Therefore, it is possible to implement a carbon offsetting approach to international business travel sooner and therefore bring forward by eight years the delivery and achievement of carbon neutrality of this element of the Councils activity.
- 6.20 Therefore, establishing a price per kilogramme of carbon emitted will enable services to include the offsetting cost of the carbon emitted by the whole journey, to and from the destination from Hull and travel during the length of stay, for each individual travelling within the budget of the whole trip.
- 6.21 While the Council can pay for carbon offsetting through several external projects, it is recommended that the Council adopts a “carbon insetting” methodology. This approach ensures that any carbon offsetting budget is used to deliver local carbon sequestration through tree planting and habitat creation within the city’s boundary or as close as possible.
- 6.22 This approach will enable the Council to achieve carbon neutrality for one area of activity ahead of the 2030 target date while retaining the funding within the city. The carbon insetting will also deliver co-benefits that address the ecological emergency and contribute to the known mental health benefits of natural places.

#### Equalities Impact Information

- 6.23 The Equalities Screening Assessment Tool has not been undertaken as the consultation requested in the Report will provide the evidence base to inform the final action plan and its equality and socio-economic impact. The consultation process will seek to engage with all groups within the scope of the Equality Act to ensure that the broadest range of views are included in the development of the action plan.
- 6.24 The current 2030 Carbon Neutral Strategy acknowledges that certain sectors of society have the potential to be adversely impacted by the transition to net zero. This is covered in the Fair Transition strategic theme specifically but will also relate to actions in other strategic themes, where solutions have the potential to impact groups who may be disproportionately represented in vulnerable sectors of the economy or society.

- 6.25 It is known that vulnerable groups are adversely impacted by climate change and face higher level of vulnerability, in both being vulnerable to any extreme weather events and in their ability to recover (climatejust.org.uk). Therefore, effective adaptation action can mitigate some of these impacts.
- 6.26 However, the consultation will start to identify how the transition can be developed to address existing equality and equity issues linked to the net zero and ecological emergencies and adaptation activity required.
- 6.27 The action plan developed from the consultation will require a deeper scoping assessment to ensure that the requirements of the Equality Act and socio-economic vulnerability are met and where challenges remain as a result of required action that mitigation approaches are developed with impacted communities.

## 7. Options and Risk Assessment

- 7.1 There are two options:

Option 1: Do Nothing

Option 2: Undertake consultation as recommended

Option 3: Agree the action plan without undertaking further consultation.

- 7.2 Option 1, Do Nothing is not a viable option as it will not ensure a commitment across the city from all sectors to meeting the carbon neutral and net zero transition that is required. The changes required to meet the objectives are significant and will directly impact residents' lives and business activity today and in future. The effective delivery cannot be achieved without increasing understanding and ownership of the actions required.
- 7.3 Option 2 will ensure that the wider residential, voluntary and community, business, and public sector communities will be consulted in assessing the draft action plan and identifying actions that should be included to ensure a city-wide approach to meeting the carbon neutral and net zero targets. It will also assist in identifying where all of these sectors are able to make contributions or provide additional support.
- 7.4 Option 2 will also help the Council to build upon the current actions that are focused on the carbon neutral and net zero targets of the business operations of the organisation.



- 7.5 Option 3 would not enable the wider community of stakeholders in the city to inform the development of the action plan revision. This would limit the opportunity for joint ownership of actions across and within sectors as well as understanding how others can contribute towards the city climate targets. This option would not enable the Council to develop its place-making climate response.
8. Consultation
- 8.1 The carbon pathway and draft action plan has been developed following workshop consultation, led by the Carbon Trust, within the city with representatives from the community, business, and the public sectors.
- 8.2 The Yorkshire and Humber Climate Commission Action was developed through a series of working groups as well as public engagement coordinated by the University of Leeds and the Yorkshire Leaders and Chief Executives.
- 8.3 The report proposes a wider consultation on both documents actions to ensure that they are relevant to local circumstances and meet the scale and pace of change required to meet the climate emergency and carbon neutral and net zero targets.
9. Comments of the Monitoring Officer Director of Legal Services & Partnerships
- 9.1 Declaration of a Climate Emergency has no statutory basis: however, since 2016 many local authorities and their equivalents world-wide have voluntarily made declarations as statements of intent to implement a series of actions and initiatives aimed not just towards maintaining the rise in global temperature at or below 1.5 degrees Celsius, but also instilling behaviours that reduce the impacts of day-to-day human activity on the climate and environment.
- 9.2 Declaration of an Ecological Emergency also recognises the ongoing serious threat to many species and ecosystems. This is an additional statement of intent to protect wildlife and habitats, enabling residents to benefit from a green, biodiverse and sustainable environment. Implementation will involve exercise of powers under the Localism Act 2011, Wildlife & Countryside Act 1981 and Local Government (Miscellaneous Provisions) Act 1976 amongst others. Consultation of the draft Action Plan will be essential to engage all the other sectors of the city who can contribute towards the aims and become involved in delivering the necessary actions.



10. Comments of the Section 151 Officer (Director of Finance and Transformation)

- 10.1 The Director of Finance and Transformation notes the draft Hull Carbon Pathway Action Plan and Yorkshire and Humber Climate Commission Action Plan.
- 10.2 There are a number of financial challenges inherent in delivering the action plan in the current fiscal environment – it was already the case that finding the funding within Housing for our own stock was going to be a significant undertaking last year, and with recent increases in contractor and material prices this will prove to be a significant hurdle without government financial support. Similarly costs in relation to works to our own building will have increased, although increases in energy costs may make the overall financial case more sustainable.
- 10.3 The precise impacts of the wider cost of living crisis on a number of residents of the city may well mitigate against wider investment in products such as heat pumps without some level of subsidy. Clearly this is a developing situation and therefore at this juncture we cannot be certain what the longer term impacts might be but the ability of residents to afford/fund projects must be viewed as a high risk should the current situation continue.

11. Comments of the Assistant Director OD & HR and compliance with the Equality Duty

- 11.1 There are no staffing issues arising from this report and the equality impact has been covered in the main body of the report.

12. Comments of Overview and Scrutiny

- 12.1 This report will be considered by the Economy and Environment Overview and Scrutiny Commission at its October meeting. Any comments or recommendations agreed by the Commission will be submitted to Cabinet alongside the report.

13. Comments of the Portfolio Holder Environment

- 13.1 The extreme heat over this summer and the flooding in 2007 and 2013 clearly demonstrate that climate change is impacting our city and that strong action needs to continue to be taken.
- 13.2 The development of the updated action plan, incorporating response to the ecological emergency, provides further opportunity for residents and organisations in the city to have their say and develop joint action with the Council.

- 13.3 The action plan development provides further opportunities to align action across several key contributory areas notably, for example, the Air Quality Strategy, Local Transport Plan, Housing Strategy and Open Spaces Strategy.
- 13.4 The recommendations in the Report are fully supported through Option 2.

Mark Jones Director of Regeneration

Contact Officer: Martin Budd Climate Change Manager  
Telephone No.: 01482 613098

Officer Interests: None

Background Documents: -

Council 2030 Carbon Neutral Motion

2030 Carbon Neutral Strategy

Cabinet Carbon Pathway Summary Report January 2022

## Implications Matrix

**This section must be completed, and you must ensure that you have fully considered all potential implications**

This matrix provides a simple check list for the things you need to have considered within your report

If there are no implications please state

I have informed and sought advice from HR, Legal, Finance, Overview and Scrutiny and the Climate Change Advisor and any other key stakeholders i.e. Portfolio Holder, relevant Ward Members etc prior to submitting this report for official comments	Yes
I have considered whether this report requests a decision that is outside the Budget and Policy Framework approved by Council	Yes
Value for money considerations have been accounted for within the report	Yes
The report is approved by the relevant City Manager	Yes
I have included any procurement/commercial issues/implications within the report	Yes
I have considered the potential media interest in this report and liaised with the Media Team to ensure that they are briefed to respond to media interest.	Yes
I have included any equalities and diversity implications within the report and where necessary I have completed an Equalities Impact Assessment and the outcomes are included within the report	Yes
Any Health and Safety implications are included within the report	Yes
Any human rights implications are included within the report	Yes
I have included any community safety implications and paid regard to Section 17 of the Crime and Disorder Act within the report	Yes
I have liaised with the Climate Change Advisor and any environmental and climate	Yes

change issues/sustainability implications are included within the report	
I have included information about how this report contributes to the City Plan/ Area priorities within the report	Yes
I have considered the impact on air quality, carried out an appropriate assessment and included any resulting actions or opportunities necessary to improve air quality in the report.	Yes

## Hull Carbon Pathway Draft Action Plan

No	Short Term Actions	Outcomes
<b>Housing: Accelerate and incentivise cross-tenure retrofit for existing homes</b>		
Pathway Output Requirement: 71% residential homes with heat pumps by 2045; Energy-efficiency measures implemented in all homes, where technically feasible by 2045		
1	Establish city housing retrofit advisory board and task group	Set up board and programme of work to shape foundations of a programme and develop delivery plan
2a	Housing Retrofit Delivery Plan	Undertake Local Area Energy Plan
2b		Establish retrofit targets across tenures
2c		Understand approach - whole house or staged retrofit
2d		Project prioritisation (funding, influence, impact timeline etc)
2e		Progress monitoring for impact/ learning
2f		Identify potential funding streams and mechanisms cross tenure
8	Develop local skills, capabilities, and supply chain to deliver plan	In house and sector skill requirements understood and fed into internal training and city skills agenda
9	Communication Strategy for Retrofit	Plan for proof-of-concept approaches, knowledge sharing, clear advice, enable market development
<b>Skills: Create strategic skills partnerships to close low carbon skills gap and support the growing low carbon local economy</b>		
Pathway Output Requirement: 71% homes have heat pumps installed by 2045; 66% of commercial buildings have heat pumps installed by 2045; 100% of new homes have solar PV installed		
10	Identify current and future skills needs/ demands in city	Implement actions from the green jobs research undertaken by LEP. Develop city focused net zero activity from virtual Humber Energy Campus
11	Assess impact of previous skills programmes to inform focus on green skills	Wage subsidies/ training subsidies, upskill support

No	Short Term Actions	Outcomes
12	Build internal capabilities for deliver green economy priorities	Carbon Literacy Programme established and started to be delivered
<b>Green Finance: Raise internal awareness of innovative funding mechanisms for low-carbon projects and finance, and secure funding for future projects</b>		
<b>Pathway Output Requirement: Enabling Action</b>		
13	Expert knowledge and advice on innovative funding mechanisms for green finance	Increase knowledge and capacity and availability of green finance e.g. community bonds
14	Create dedicated low carbon research programme	Assess carbon in-setting fund; closer ties with the University of Hull and industry
15	Identify potential for digital net zero demonstrators	Using sensors for real time environment data, digital twinning of building energy use
16	Leverage smart city platform for digital innovation	Greater integration of city data in smart city platform
17	Develop digital decarbonisation partnership (HCC, LEP, DNO, Energy Hub, Logistics, IT Co's, C4DI)	Enhance existing digital partnerships with a focus on decarbonisation including data storage efficiencies.
<b>Mobility: Develop electric vehicle charging infrastructure, taking an inclusive and joined-up approach to ensure these are located in the right place</b>		
<b>Pathway Output Requirement: by 2030 27% private vehicles EV; by 2050 82% private vehicles EV</b>		
18	Establish collaborative working group and governance approach Inc. DNO and businesses	Regular meetings with DNO to discuss EV and wider net zero power needs.
19	Assess current EV infrastructure, charging behaviours and vehicle numbers	Build in current research and maintain suite of key measures to assess evolving landscape and inform policy and investment decisions.

No	Short Term Actions	Outcomes
20	Lobby Government for clarity on local government role in EV infrastructure	Respond to Government consultation on proposed roles due for publication in Autumn 2022
21	Communication plan to encourage EV uptake and infrastructure developments including tasters and e-cargo bikes	Develop communications plan and explore funding opportunities for demonstrator fleets, cargo bike pilots, mobility as a service (MaaS) such as scooter/cycle hire and car clubs.
22	Enhance planning policy beyond building regulations for EV infrastructure provision	Integrate land use for charging hubs in Local Plan and develop policies that support enhanced charging provision.
<b>Transport: Prioritise active transport by building on existing local cycle and walking infrastructure</b>		
Pathway Output Requirement: by 2030 10% modal shift to public and active transport; by 2050 20% modal shift to public and active transport		
23	Convene working group cross boundary with transport planners and cycle/walking support groups	Closer working on solutions and joint funding bids
24	Review and develop active travel plans and initiatives Inc. cross boundary opportunities	Review current Strategy delivery to feed into revised LTP documents
25	Implement priority activities	To follow LTP review
26	Feed into active travel element of community engagement and communications campaign	Build upon impact of existing travel communications and establish impact measures
<b>Engagement: Wider Community Engagement</b>		
Pathway Output Requirement: All consumer behaviour-related measures (e.g. active travel uptake, EV usage, home energy usage, thermal insulation)		
27	Identify key organisations to partner on engagement campaign	Stakeholder list produced

No	Short Term Actions	Outcomes
28	Convene working group dedicated to collaborative cross sector engagement	Establish stakeholder group
29	Lobby national Government to provide support of advice and awareness campaigns	Targeted lobbying agreed from stakeholder working group outcomes
30	Develop community engagement campaign action plan	Engagement plan produced
31	Strategic launch to coincide with launch of other actions	Event delivered
<b>Carbon Sequestration: Convene a carbon removal group</b>		
<b>Pathway Output Requirement: Addressing residual emission throughout the plan</b>		
32	Convene key stakeholders (HCC, research bodies, conservation groups)	Group established of key stakeholders
33	Develop register of current and planned restoration activities with sequestration potential	Established central register as part of Open Spaces Strategy and Local Plan land use profile, including for example enhancing street trees and cover
34	Develop framework for measuring, recording, promoting carbon removal initiatives	Develop project with Universities and key agencies and charities to develop inseting profile and criteria for city.
35	Support expansion of restoration activities	Integrate approach into Open Spaces Strategy



Yorkshire and Humber Climate Commission Action Plan<sup>10</sup>

No	Action
1	Acknowledge the Climate and Ecological Emergency
2	Develop a positive vision
3	Focus on action
4	Commit to a just transition
5	Foster shared responsibility
6	Put the climate and nature at the heart of decision making
7	Advance education and engagement
8	Improve skills and create jobs
9	Accelerate investment
10	Nurture collaboration and innovation
11	Protect and restore nature
12	Rethink progress
13	Influence national government
<b>Adaptation to a Change Climate Actions</b>	
14	Develop climate risk communications that are tailored to different audiences to effectively communicate the significance of different types of climate risk and the relevance and meaningfulness of resilience to everyone, including through youth and community networking

<sup>10</sup> <https://yorksandhumberclimate.org.uk/>

No	Action
15	Promote inclusive climate decision making and the co-creation of solutions by enabling local people to prepare adaptation plans to make where they live and work “climate ready”, supporting the development of climate champions as key points of connection with communities, and supporting further climate assemblies/juries.
16	Encourage the wider adoption of area-wide and site-specific climate adaptation plans and actions by combined or local authorities, the managers of key sites such as schools, hospitals, transport interchanges, and homeowners, recognising the opportunity to align with net zero action, for example through retrofitting.
17	Promote resilience actions that offer health, wellbeing and community benefits by reducing risks, improving resilience, accelerating recovery and reconnecting people and communities to each other and to nature through climate and nature-based activities in urban and rural areas.
18	Promote resilience in land use by restoring and enhancing the region’s many key natural assets, including moorlands, peat bogs, grasslands, soils, wetlands, woodlands, flood and coastal zones and biodiversity more generally, by planning and working across natural and political boundaries and by helping land-use to be carbon negative as a contribution to broader net zero targets.
19	Prepare the food and farming sector for current and future changes through research and innovation, skills and knowledge development, network building and stakeholder engagement, acknowledging the huge opportunity for farmers to help address the climate and ecological emergencies if provided with the necessary support.
20	Promoting nature-based solutions and the development of blue-green resilient infrastructure wherever possible, recognising that this will contribute to net zero and to our response to the ecological as well as the climate crisis, potentially to be delivered through a Regional Nature Service which encourages community involvement in nature and green spaces.
21	Promote climate resilience in business and industry through enhanced risk assessment, management, and communication (including the application of ISO/BSI standards and guidance), and through collaboration and the sharing of best practice, recognising that larger business can play an active role in building capacities in SMEs through sector, area or supply chain cooperation.

No	Action
22	Develop a regional network for climate readiness and resilience training to build applied understanding of different climate risks and approaches to adaptation, with resilience champions sharing best practice and fostering collaborations between schools, colleges, universities, unions, businesses, trade associations and chambers of commerce.
23	Align all infrastructure sectors to deliver a regional systems approach to resilience planning recognising that systems interactions and interdependencies mean that if one part of our infrastructure isn't resilient, none of it is.
24	Invest in digital infrastructure that's accessible to all to enable effective emergency responses and strengthen backup provision of essential services such as health and education and to enable rapid recovery in all urban and rural areas.
25	Build climate readiness through improved emergency and recovery planning by promoting regional climate risk assessment, multi-agency collaborations, provision of climate response training for emergency responders and support for local resilience forums.
26	Develop a whole of society approach to emergency response raising awareness of new risks to the region and the available hazard warning systems, followed by clear communications and training as to what individuals, communities and businesses should do during differing emergency scenarios, including opportunities for community volunteering as appropriate.
27	Promote the provision and uptake of affordable, comprehensive flood insurance for home and business owners and tenants, particularly focusing on the communities least able to afford insurance and the communities most at risk of flooding.
28	Strengthen plans for the long-term management of change and loss caused by sea level rise by working with communities to manage and respond to acute events such as storm surges and chronic events including sea level rise and loss of land.

## Reducing Emissions for Net Zero

No	Action
29	Build on our current targets, including our regional target of achieving net zero emissions by 2038 with significant progress by 2030, but accept the UK Climate Change Committee's call for these budgets to be extended to incorporate aviation and shipping emissions and to adopt and work towards five-yearly carbon budgets, while also seeking to address our broader consumption-based emissions.
30	Put the primary emphasis on reducing demand for all types of energy as the most effective and efficient way of cutting carbon by promoting ambitious demand reduction and energy efficiency initiatives across all sectors.
31	Introduce smart and flexible energy networks by developing local/regional energy action plans that enable management and matching of supply and demand (including through energy storage and load spreading and the application of smart technologies) and by upgrading our distribution networks to proactively enable decarbonisation, for instance through the electrification of heating and transport and the wider uptake of hydrogen.
32	<p>Support the greatly accelerated decarbonisation of energy supply, ensuring that the highest sustainability standards are met, recognising that:</p> <ul style="list-style-type: none"> <li>• renewables such as offshore wind should make an increasingly significant contribution.</li> <li>• green hydrogen can play an important role where the scope for electrification of heating and transport is limited.</li> <li>• large scale bioenergy can play a role providing that competing land uses are accounted for in sustainability terms.</li> <li>• carbon capture, utilisation and storage (CCUS) could make a significant contribution to the decarbonisation of some key industrial sectors where they cannot decarbonise through electrification or switching to green hydrogen.</li> </ul>
33	Promote significant expansions in community energy and distributed renewables by actively enabling and investing in distributed and especially community led/owned schemes on solar, onshore wind, anaerobic digestion, air/ground/ water source heating and district heating.

No	Action
34	<p>Deliver ambitious retrofit for housing, with a major focus on reducing fuel poverty, through:</p> <ul style="list-style-type: none"> <li>• a regional retrofit scheme for council and social housing;</li> <li>• an initiative to promote/enable investment in private rented housing; support for owner-occupied retrofit (e.g. through house-level net zero plans and logbooks/service records);</li> <li>• the promotion of area/neighbourhood retrofit schemes that address net zero and resilience in a joined up way at the community scale;</li> <li>• the development of a regional quality assurance programme to build confidence and enhance the performance of all retrofit activities</li> </ul>
35	<p>Deliver ambitious retrofit and active energy management for public and commercial buildings through the promotion of buildings upgrades and ambitious energy management in sectors such as local government, health and education, and in the commercial sector, especially by promoting the highest standards of retrofit by building owners when buildings change purpose, supported through more innovative green leases, and through the widespread application of ambitious energy management standards by building users.</p>
36	<p>Explore ways to better address climate objectives in heritage buildings and conservation areas by developing progressive design standards that allow old buildings to be sensitively upgraded to address both the net zero and resilience aspects of the climate challenge.</p>
37	<p>Minimise the impact and maximise the contribution of new developments by ensuring that all new developments minimise energy demand through the adoption of the highest possible whole life carbon/energy management standards (including in sourcing, construction, use and reuse/disposal), whilst also fully incorporating renewables where possible, and by ensuring that new developments are also climate resilient and incorporate green spaces and nature-based solutions.</p>
38	<p>Promote public transport through the wider development of mass-transit schemes and the active promotion of more accessible, affordable and better integrated public transport schemes in both urban and rural areas, supported by digital technologies, recognising the time it will take to build some new infrastructure and the time it will take to repay the upfront carbon costs of construction, and the importance of the “last mile” in successful transport systems.</p>

No	Action
39	Enable active travel through support for 20-minute neighbourhoods in cities and towns and especially through the widespread delivery of ambitious, joined up plans for walking and cycling and the wider provision of charging points for electric bikes and scooters.
40	Minimise the need for private car ownership, while recognising the needs of rural communities and some key workers, by making best use of digital technologies for home working and virtual meetings and car/lift sharing, promoting compact, mixed-use and transit-oriented development and by promoting behaviour change such as switching to active or public transport, supported by access to clean taxis.
41	Support low emissions vehicles through vehicle share/loan schemes, the provision of electric vehicle charging infrastructure for cars, taxis and vans, green hydrogen infrastructure for heavy goods and agricultural vehicles and some forms of public transport and innovative approaches to logistics and last mile distribution, while recognising the need to consider the whole-life impacts of electric vehicles.
42	Minimise the impacts of aviation by acknowledging that at pre-Covid levels our purchases of flights effectively added 7% to the region's direct emissions. This could increase to 11% by 2030 if demand for flying increases and other sectors decarbonise, highlighting the need to address the emissions associated with flying, especially by promoting alternative forms of travel and changing the behaviour of the 14% of people who take 70% of all flights.
43	Focus economic development, business support and training on greening the region's economy, recognising that in the UK in 2019 the low carbon and environmental goods and services sector had a turnover of £200 billion, employed more than 1.2 million people and pre-Covid was growing at more than 7% a year, but also focusing on greening the economy more broadly by enabling established sectors/firms and their work force to innovate and reposition themselves to succeed in a net zero, climate resilient economy.
44	Support net zero transitions in existing businesses by expecting the highest standards of energy management, promoting resource efficiency and the circular economy, integrating net zero into procurement and supply chains and into business support programmes (especially for SMEs), promoting sectoral and area based collaboration and capacity building and involving and training the workforce, enhancing access to alternative fuel sources (including green hydrogen), developing net zero industrial zones and when demand management and fuel switching options are restricted enhancing access to CCS.

No	Action
45	Support net zero agriculture and food production by developing and sharing best practice, promoting new start-ups in net zero, and sustainable, nature friendly and where appropriate community-based food production, promoting sustainable innovations in agriculture and food production, enabling changes in consumer behaviour (including to local/regional and seasonal produce and to more sustainable food sources) and facilitating reductions in food waste.
46	Support net zero infrastructure by introducing a presumption in favour of blue-green infrastructure and nature-based solutions that avoid the need for more carbon-intensive grey infrastructure and offer attractive, skilled employment, and by promoting developments that reduce the need for potentially carbon intensive climate resilience measures.
47	Promote changes in planning that put climate and nature at the heart of the design and delivery of local plans, that actively work towards the highest possible whole-life energy management standards and integrated renewable requirements for new buildings and that enable compact, connected, mixed-use new developments that promote resilience and incorporate nature-based solutions, blue-green infrastructure, and better protection for natural areas.
48	Promote net zero in land use by protecting and enhancing key natural assets including moorlands, peat bogs, grasslands, soils, woodlands, wetlands, flood, and coastal zones, and to do this in a way that supports sustainable food production whilst also fostering climate resilience and promotes biodiversity.
49	Promote the highest standards in resource efficiency/waste management and the circular economy through initiatives that reduce material and energy consumption, facilitate circular resource flows, promote sharing, repairing, and remanufacturing, develop industrial clusters that promote resource efficiency and facilitate sustainable waste management (including through energy recovery with the highest sustainability standards).
50	Address our wider impact by promoting more sustainable production, consumption and lifestyles that address our wider carbon and ecological footprint through changes across the lifecycle of goods and services, especially for key sources of consumption-based impact such as diet, fashion and flying, whilst recognising the vastly uneven carbon impacts of lower and higher income groups and the value of ideas such as Doughnut Economics in informing foundations and ceilings for consumption.

### Glossary<sup>11</sup>

#### Greenhouse Gases

There are ten key greenhouse gases that are causing the climate to warm.

- Water vapor (H<sub>2</sub>O)
- Carbon dioxide (CO<sub>2</sub>)
- Methane (CH<sub>4</sub>)
- Nitrous oxide (N<sub>2</sub>O)
- Ozone (O<sub>3</sub>)
- Chlorofluorocarbons (CFCs and HCFCs)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (CF<sub>4</sub>, C<sub>2</sub>F<sub>6</sub>, etc.), SF<sub>6</sub>, and NF<sub>3</sub>

These gases are naturally occurring, but the actions of humans are causing an increase in their concentrations in the atmosphere. This is causing the planet to warm or heat up.

#### CO<sub>2</sub>e

This means carbon dioxide equivalent. This is used as a abbreviation usually used when stating an amount carbon dioxide reduction by an organisation or person. All of the greenhouse gasses above are converted into a carbon dioxide equivalent ratio.

#### Global Warming/ Heating

This is used to refer to the impact of climate change and its impact on the climate. While global warming has been widely used for decades the extent of warming that has and is expected to continue to take place has led some commentators to start to refer to it's global heating as this more accurately describes the process that is taking place.

#### Carbon Neutral

An organisation or individuals net contribution to global CO<sub>2</sub> emissions is zero. Any CO<sub>2</sub> emissions attributable to their activities are fully compensated by CO<sub>2</sub> reductions or removals (offsetting/carbon sequestration) exclusively claimed by the actor — irrespective of the time period or the relative magnitude of emissions and removals involved.

This is not a valid end-state target, as it only refers to carbon, but a possible intermediate step. This is the Councils current target.

#### Net Zero or Net Zero Emissions

Put simply this means that the amount of greenhouse gases going into the atmosphere are balanced by removal out of the atmosphere. The UK target is a net

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<sup>11</sup> Some of these descriptions have been taken from <https://netzeroclimate.org/what-is-net-zero/>



zero one as is the United Nations enshrined in the Paris Agreement. The 'net' in net zero is important because it will be very difficult to reduce all emissions to zero on the timescale needed. As well as deep and widespread cuts in emissions, we will need to scale up removals. In order for net zero to be effective, it must be permanent, that is, that any greenhouse gas removals do not leak into the atmosphere over time, for example through the destruction of forests or the improper storage of removed carbon dioxide. This is the only approach that will stop global warming if it is delivered in line with the science based target so we avoid feedback loops on emissions.

Under both a carbon neutral and net zero target the carbon to be sequestered needs to take place every year in perpetuity for all residual emissions.

### Offsetting

Reducing GHG emissions (including through avoided emissions), or increasing GHG removals through activities external to an actor, in order to compensate for GHG emissions, such that an actor's net contribution to global emissions is reduced. Offsetting is typically arranged through a marketplace for carbon credits or other exchange mechanism.

Offsetting claims are only valid under a rigorous set of conditions, including that the reductions/removals involved are additional, not over-estimated, and exclusively claimed. Further, offsetting can only be used to claim net zero status to the extent it is "like for like" with any residual emissions.

### Carbon Sequestration

This is linked to carbon neutral, net zero and offsetting. Carbon sequestration involves a series of solutions that "store" carbon emitted to help organisations/ individuals reach net zero or carbon neutrality. This involved natural solutions such as tree planting/ hedge laying/ saltmarsh creation and other habitats as well as technical solutions such as carbon capture and storage (CCUS) and various direct air capture technologies. The rigour of a sequestration solution is key as detailed in the offsetting section.

### Greenwashing

This phrase is used to describe claims made by organisations that they are meeting climate targets/ standards or are selling a sustainable product of service when on close inspection this is plainly not true. This is becoming an increasing problem for customers and organisations and so checking the validity is important. The Competition and Markets Authority<sup>12</sup> has published a guide for consumers to stop them getting "greenwashed".

### Feedback Loops

As global heating increases from the increased release of greenhouse gases this has other unintended consequences such as the melting of permafrost which releases stored methane which is 20x more powerful at warming the climate than carbon dioxide and the increased melting of glaciers and reduction in snow fall. These changes in the climate start to feed off each other and a tipping point is

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<sup>12</sup> <https://www.gov.uk/government/publications/green-claims-code-for-shoppers>

reached at which point certain impacts start to feed each other within add to global heating.

#### Science-Based / Paris-Aligned Targets

Target is aligned with what the latest climate science deems necessary to meet the goals of the Paris Agreement — limiting global warming to well-below 2°C above preindustrial levels and pursuing efforts to limit warming to 1.5°C, with no or low overshoot.

## Previously Agreed Actions of Cabinet

Action		Deadline	Action Owner	Strategic Theme
1	Fleet vehicles under 3.5 tonnes electric by 2025	March 2026	Streetscene	Mobility
2	Fleet vehicle over 3.5 tonnes electric or hydrogen powered by 2030	March 2031	Streetscene	Mobility
3	Installation of EV charging infrastructure for under 3.5 tonne council fleet	March 2026	Economic Development & Regeneration	Mobility
4	Installation of public charging infrastructure on council owned sites to meet demand growth	March 2031	Economic Development & Regeneration	Mobility
5	District heating network for city centre delivered (Phase 1)	December 2024	Major Projects	Heat
6	District heating network for city centre delivered (Phase 2)	December 2026	Major Projects	Heat
7	District heating network for city centre delivered (Phase 3)	December 2028	Major Projects	Heat
	Corporate energy generation feasibility projects completed:			
8	Property roof tops	December 2022	Major Projects	Energy
9	ground mounted canopies	December 2022	Major Projects	Energy
10	solar farms	December 2022	Major Projects	Energy
11	wind turbines	December 2022	Major Projects	Energy
12	Revised governance framework for investment and policy	December 2022	Economic Development & Regeneration	Enabling

	Action	Deadline	Action Owner	Strategic Theme
13	Revision of Environmental Policy Statement to align with net zero target	October 2022	Economic Development & Regeneration	All
14	Revision to governance framework for retrofit and new build properties		Economic Development & Regeneration	Heat & Energy
15	Develop framework for carbon reporting council companies and outsourced services	December 2022	Economic Development & Regeneration	Enabling
16	Develop reporting framework for corporate waste	March 2023	Streetscene	Consumption
17	Revision of Commissioning and Procurement Strategy to address carbon neutral and net zero targets (Inc. carbon reporting)	March 2023	Procurement	Consumption
18	Carbon Literacy training for Members and officers (Phase 1) complete	April 2023	Human Resources and Economic Development & Regeneration	Jobs and Skills
19	Agreement for nondomestic properties to be retrofitted under PAS2035 criteria	April 2022	Property and Assets	Heat & Energy
20	Heat Decarbonisation Plans to PAS2035 developed for district heating corporate sites	March 2023	Property and Assets	Heat & Energy
21	Review of commercial property portfolio to establish costs to meet EPC B by 2030	October 2023	Property and Assets	Heat & Energy
22	Bus electrification infrastructure partnership project		Streetscene	Mobility
23	Interchange public electric vehicle partnership project	March 2023	Economic Development & Regeneration	Mobility
24	Review Staff Travel Plan	March 2023	Major Projects	Mobility
25	Review Local Plan to address carbon neutral and net zero targets	December 2023	Economic Development & Regeneration	All
26	Refresh of Local Transport Plan	April 2024	Major Projects	Mobility

	Action	Deadline	Action Owner	Strategic Theme
27	Production of Hull Electric Vehicle Infrastructure Strategy	April 2024	Major Projects	Mobility
28	Business net zero engagement and delivery through Oh Yes Net Zero project	ongoing	Economic Development & Regeneration	All
29	Production of Climate Adaptation Strategy	December 2023	Economic Development & Regeneration	Adaptation
30	Review of Open Spaces Strategy	December 2022	Streetscene	Carbon Sequestration
31	Improve quality of staff cycle facilities (Phase 1)	March 2023	Property and Assets	Mobility
32	Improve quality of staff cycle facilities (Phase 2)	March 2024	Property and Assets	Mobility
33	Improve quality of staff cycle facilities (Phase 3)	March 2025	Property and Assets	Mobility



**Report to the Full Council  
17<sup>th</sup> November 2022**



**Hull**  
City Council

**Wards:** Newington and  
Gipsyville Ward and Marfeet  
Ward

Amendment to Street Trading Policy
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**Report of Director of Regeneration Mark Jones**

1. Purpose of the Report and Summary

- 1.1 The Street Trading and Pavement Café Licences Policy was adopted by Full Council in September 2020 and was considered appropriate for a review after 3 years. This review therefore is timely given the period since adoption and also the significant changes that have occurred in terms of street trading, pavement cafes and within the wider economy due to Covid, and now the Cost of Living Crisis.
- 1.2 This review is focused solely on the Street Trading Policy. It is considered necessary to amend the current Street Trading Policy to reflect the position of Street Traders within the area of the two main stadiums within the city.
- 1.3 It is also considered necessary within the amendments to apply certain provisions including fees, goods for sale and the area in which operators can trade from. Street Trading Consents are now the responsibility of City Planning and therefore any fees charged should reflect the work undertaken on processing the applications as well as the allowed activities/services.
- 1.4 Changes to the Street Trading Consent reflect their position within Planning and consideration is given to factors such as policies and Supplementary Planning Documents within the Local Plan 2013-2032. The update is also timely as the city responds to opening up of stadia after recent lockdowns.

2. Recommendations

- 2.1 That the revised Street Trading Policy is agreed and adopted.
- 2.2 That the fees and charges within the areas as specified within Appendix E areas 1 and 2 are agreed.

- 2.3 That the revised Policy, fees and charges come into effect on the 1<sup>st</sup> December 2022.
- 2.4 That the Street Trading Policy is reviewed at 3 year intervals to ensure it continues to meet the needs of the city.

3. Reasons for Recommendations

- 3.1 The recommendations relate primarily to revisions to the Street Trading Policy which need to be made in order to reflect the potential use of areas for retail, specifically during match days at the stadia concerned. The changes made reflect the need to include the consideration of the Local Plan and to make them more relevant to the changing physical and business environment particularly within the vicinity of sports stadia.
- 3.2 It is considered that the additional fees and charges do adequately reflect the work undertaken on administering the system and are comparable with fees and charges levied by similar local authorities. As a result the increases in fees and charges are proposed within the amended policy.
- 3.3 If the revisions and recommendations are agreed it is considered appropriate that the changes be made from the 1<sup>st</sup> December.
- 3.4 It is considered that fees and charges should be reviewed annually by the Planning Committee to consider any changes in the local business environment and the local and national economic conditions especially as the nation continues to recover from the effects of the coronavirus. Recommendations can be made to full Council.

4. Impact on other Executive Committees (including Area Committees)

- 4.1 The areas which are a matter for consideration fall within the Newington and Gipsyville Ward and also the Marfleet Ward.
- 4.2 It is considered that any activity generated is essentially ancillary to the use of the stadia concerned. There would not be an increase in footfall given the events concerned.
- 4.3



Street Trading Consents will ensure activity around the stadia will be effectively regulated taking into account any issues arising from the granting of such consents.

5. Background

- 5.1 It should be noted that the relevant legislation for these licenses/consents is for Street Trading consents s. 3 and Schedule 4 of the Local Government (Miscellaneous Provisions) Act 1982 and for Pavement Café licenses s.115E and F of the Highways Act 1980.
- 5.2 It was considered appropriate to transfer responsibility for these licenses as a more detailed examination of applications could be made with emphasis given to the policies and objectives of the Local Plan 2016-2032 as a material consideration before such applications are determined.
- 5.3 It is also the case that it is important to have a consistent approach in respect of the offers being made within the city in particular to ensure its vibrancy and vitality. The transfer has also increased the amount of delegated decisions.
- 5.4 Applications should be considered with regard to the types of goods sold, the competition between shops and other traders, the position from which trading takes place, the time and days that an applicant wishes to trade and the effects of any nuisance.
- 5.5 The zoning in the Street Trading policy has been reviewed and revised plans to show the new areas which are the subject of this report were considered necessary and are attached as Appendix E-1 MKM Stadium and Appendix E-2 Hull Community Stadium Craven Park.
- 5.6 Separate fees have been determined in respect of this new area of policy and as well as administration charges fees will also be levied on a match by match basis as well as fees for the overall consent.
- 5.7 It should be noted that the street trading consents cover the financial year starting on the 1<sup>st</sup> April. Prior to the expiry date applications are made to renew the consent. It should also be noted that there is no right of appeal against the refusal to grant or renew consent or against the revocation or variation of consent.

6. Issues for Consideration

- 6.1 It is considered necessary to review this policy in light of the interest expressed over the potential for such trade within the areas highlighted. It therefore has been necessary to review processes and procedures and fees.
- 6.2 It is also considered necessary to ensure that fees and charges together with related processes for these sites are reasonable and reflect the work undertaken as well as making sure that processes are fully integrated with those of the council as a whole.
- 6.3 ***Equalities Impact Information***
- *An Equalities Impact Assessment screening tool has been completed and attached to this report.*
  - *It should be noted that each application for a Pavement Licence is considered on its own merits and with Equalities issues being fully considered after the necessary consultations have been made and assessed.*
- 6.4 *The proposed changes to the street trading policy are highlighted below with the full policy attached in the appendix.*

#### **6.0 FOOTBALL/RUGBY STREET TRADING**

- 6.1 *Street Trading is restricted around the MKM arena and also the Hull College Craven Park Arena and any trader wishing to trade within 800 metres radius of either ground on match days will be required to apply for a football/rugby street trading consent. The goods to be sold by the trader would be restricted to be of a Football and/or Rugby nature and explicitly excludes Food and Beverages being served.*
- 6.2 *A plan indicating the radius of MKM Stadium is attached as Appendix E -Plan 1- MKM stadium..*
- 6.3.1 *A plan indicating the radius of Hull College Craven Park Arena is attached as Appendix E- Plan 2- Hull College Craven Park Stadium..*
- 6.4 *Granted stadia consents will be permitted to trade at all 1<sup>st</sup> team home fixtures, friendly's and internationals for 4 hours prior, during and up to one hour after each fixture for that particular ground.*
- 6.5 *Restrictions have been placed on the number of consents that are issued at each stadium to avoid over-crowding, congestion and conflict between traders.*

6.6 *The following indicates the maximum consents permitted around both grounds.*

*\* MKM Arena - 5 consents.*

*\* Hull College Craven Park Arena - 5 consents.*

6.7 *Additional consents beyond the aforementioned numbers may be granted if the applicant can demonstrate that the unit will be a minimum of 50 metres away from any other current consent holder and that the consent site applied for does not cause any obstruction, to footpaths or exit routes from the stadia.*

6.8 *Consents may be restricted to trading prior to fixture on advice of the Police.*

6.9 *Applicants must follow the application procedure as detailed within the policy.*

6.10 *Applications will be consulted on in the normal way within the 28 day period. Applicants are advised to contact Parks and Open Spaces team of the city council as well as Highways before submitting their application to discuss any issues which may arise. The administrative fee for an application is £35.70 with an additional fee per game of £45.00 which should be paid no longer than 48 hours prior to any game. The fees can either be paid via [dev.control@hullcc.gov.uk](mailto:dev.control@hullcc.gov.uk) or by telephone on 01482 612345.*

## 7. Options and Risk Assessment

7.1 Agree the adoption of the new policy and fees.

7.2 Risk-Policies as they remain are not appropriate to new circumstances and therefore decisions made would be open to challenge.

7.3 Agree to changes in policy but not the fees and charges.

7.4 Risk- This is likely to price out trading activity around the stadia given the limited numbers of occasions this is occurring If fees and charges remain as they are it is considered that revenue levels wouldn't be maximised.

7.5 There is an option not to review the policies and fees but the evidence for the update is clear to ensure policy alignment with the Local Plan and full cost recovery of officer's time spent dealing

with applications and to ensure an appropriate charging structure for retailers around the stadia.

- 7.6 It may wish be appropriate to seek to amend the policies and fees further, provided adequate justification for these amendments is provided this would be an appropriate course of action.

8. Consultation

- 8.1 The policy has been produced in response to concerns from traders around MKM stadium and the cost of a Street Trading Consent.
- 8.2 Policies and approaches have been assessed from other local authorities who have sports stadia, and the policy update is in keeping with the approach taken elsewhere.

9. Comments of the Monitoring Officer(Town Clerk)

- 9.1 The Street Trading Policy revisions may be made using the provisions of Schedule 4 of the Local Government (Miscellaneous Provisions) Act 1982. This confers power to require street trading consents and limit them as to the range of goods sold, the areas in which they can be traded and the duration. It is appropriate for the Policy to be reviewed periodically in order to keep pace with market conditions and infrastructure changes and this will assist in maintaining sustainability and active streets. Review by Planning Committee and any subsequent advice to Council should ensure consistency with wider city planning policy. Fees and charges should remain commensurate with the cost of provision and administration and must not include an element of profit. [CA]

10. Comments of the Section 151 Officer (Director of Finance and Transformation)

- 10.1 The Director of Finance & Transformation notes the amendments to the Street Trading Policy document and supports fees and charges being reviewed annually by the Planning Committee to, as much as possible within the legislation and Government guidance, recover the full costs of providing this service. GS

11. Comments of the Assistant Director OD & HR and compliance with the Equality Duty

11.1 There are no staffing or equality duty implications arising from these recommendations. (KM)

12. Comments of Overview and Scrutiny

12.1 This decision has not been subject to pre-decision scrutiny.  
(Ref. Sc7036 (FH))

13. Comments of the Portfolio Holder Councillor Paul Drake-Davis Regeneration

13.1 "We're keen to ensure that the Council does what it can to support entrepreneurs and businesses of all sizes no matter how small they are. Therefore it's important that the Council recognises that the circumstances for those selling sporting merchandise outside the MKM Stadium and Craven Park on match days aren't the same as for other street traders operating across the city and so it needs to update its current Street Trading policy to reflect this."

Mark Jones

Contact Officer: Jon M. Hayton Planning Enforcement Manager Telephone No.:  
01482 612341

Officer Interests: None

Background Documents: - A list of background documents must be included. These documents are then available (if not exempt) for public inspection.

- (a) Revised Street Trading Policy and Appendices A – D
- (b) Appendices E-1 MKM Stadium (map)
- (c) Appendix E – 2 Hull Community Stadium Craven Park (map)
- (d) Equality Impact Screening Tool

### Implications Matrix

**This section must be completed and you must ensure that you have fully considered all potential implications**

I have informed and sought advice from HR, Legal, Finance, Overview and Scrutiny and the Climate Change Advisor and any other key stakeholders i.e. Portfolio Holder, relevant Ward Members etc prior to submitting this report for official comments	Yes
I have considered whether this report requests a decision that is outside the Budget and Policy Framework approved by Council	Yes
Value for money considerations have been accounted for within the report	Yes
The report is approved by the relevant City Manager	Yes
I have included any procurement/commercial issues/implications within the report	Yes
I have considered the potential media interest in this report and liaised with the Media Team to ensure that they are briefed to respond to media interest.	Yes
I have included any equalities and diversity implications within the report and where necessary I have completed an Equalities Impact Assessment and the outcomes are included within the report	Yes
Any Health and Safety implications are included within the report	Yes
Any human rights implications are included within the report	Yes
I have included any community safety implications and paid regard to Section 17 of the Crime and Disorder Act within the report	Yes
I have liaised with the Climate Change Advisor and any environmental and climate change issues/sustainability implications are included within the report	No

I have included information about how this report contributes to the City Plan/ Area priorities within the report	Yes
I have considered the impact on air quality, carried out an appropriate assessment and included any resulting actions or opportunities necessary to improve air quality in the report.	Yes





# Hull City Council



## Equality Impact Analysis Screening Tool 2022

The purpose of carrying out this equality impact analysis is to provide evidence that you have paid 'due regard' to the different protected characteristics when making your decision upon the policy, service, or function. It is also a tool that will enable you to meet the 3 aims of the general equality duty:

1. Eliminating unlawful discrimination
2. Advancing equality of opportunity
3. Fostering good relations

Title of policy, project, service, function, or strategy?	
Amendment to Street Trading Consent policy.	

Directorate:	Regeneration
Service:	Planning Enforcement
Lead Officer:	Jonathan M. Hayton
Date:	# October 2022

## Section 1. Introduction and Context

### What is the aim of the policy, project, service, function, or strategy?

The EIA will be considered in respect of a report to Planning Committee. The report is in effect an amendment to the Street Trading Consent policy of 2020 with specific attention to the provision of areas around sports stadia for the retailing of associated products.

### What outcomes will be achieved with the new or changing policy/service?

There are no policy changes other than creating additional areas and associated fees, charges and areas. The process of granting consent or refusing it remains the same.

### Are there any associated/ linked policies, services, or procedures? If yes, please detail: Yes ☒ No ☐

The current policy once amended will be placed on the Hull City Council website.

## Section 2. Please use this part of the screening tool identify any positive or negative impacts on the different protected characteristics. Please ensure that you refer to any research or data you have used to identify these impacts.

*Please tick at least one option per protected characteristic. Think about barriers people may experience in accessing services, how the policy is likely to affect the promotion of equality, knowledge of customer experiences to date. You may need to think about sub-groups within categories e.g. older people, younger people, people with hearing impairment etc.*

Potential Positive Impact	Potential Negative Impact	No Disproportionate Impact	Additional Information (include reference to any consultation or research here)
---------------------------	---------------------------	----------------------------	---



Age	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safe routes are provided for the safety of all pedestrians because of providing access for disabled persons.
Disability	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Each individual application for a Pavement Licence is considered with disability access in mind in line with the Council's public sector equality duties to provide safe routes for disabled people. Consultations are also made with the Access Officer and responses are considered.
Gender	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Gender	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Reassignment				
Marriage or Civil Partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Pregnancy or Maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Race	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Religion or Belief	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Non-Statutory - Socio-economic	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Who Does the policy or decision impact?			
	Yes	No	Indirectly
Service Users	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carers of Family	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General Public	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Staff	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Partner Organisation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

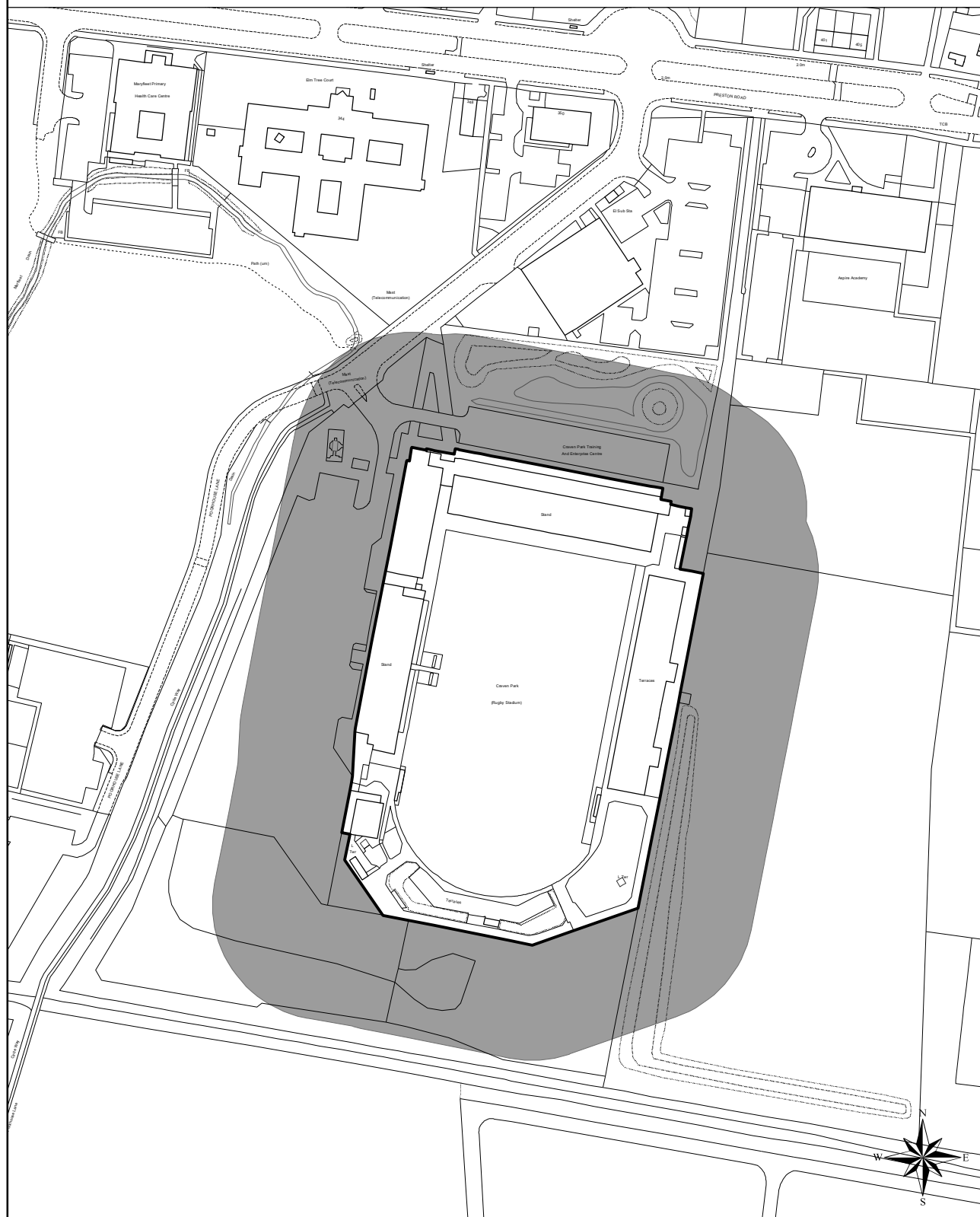
Should a full EIA be completed for this policy, project, service, function, or strategy?	
Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Please explain the reason for this decision. <i>Please use the box below to identify whether or not the policy, function or service has specific relevance to equality and will therefore need to undergo a full Equality Analysis</i>	

**Section 3. Quality assurance and publishing**

Please ensure that screening tool has been quality assured by a member of the Equality Team and agreed a full Equality Analysis is not required.

Senior Officer		Date:	15 September 2022
Equality Officer		Date:	15 September 2022

## Appendix E - Plan 2 : Hull College Craven Park Stadium

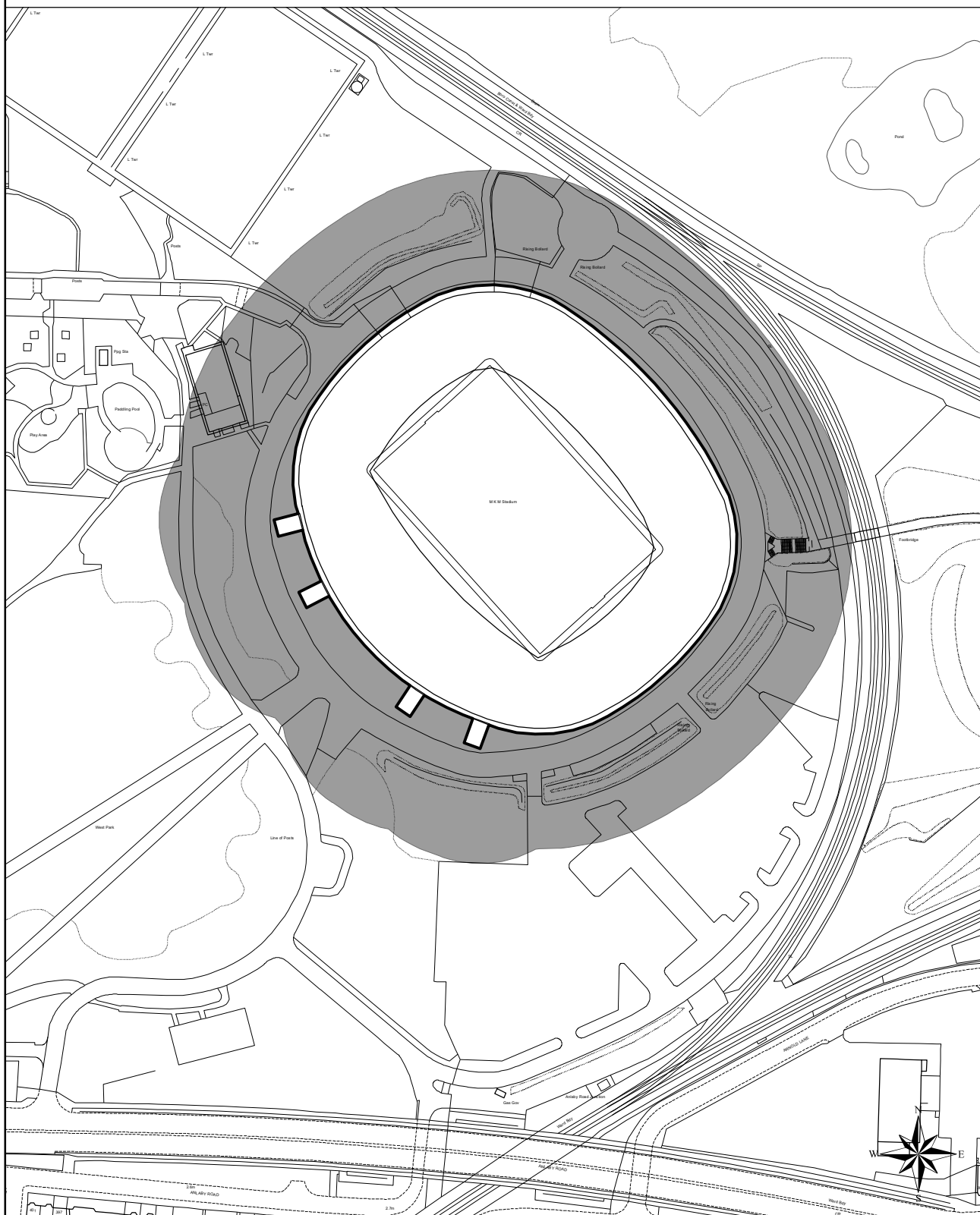


1:2,500 0 80 160 320 Metres

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## Appendix E - Plan 1 : MKM Stadium



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# ***Street Trading Policy***

**October  
2022**

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## **DEFINITION OF STREET TRADING**

The Local Government (Miscellaneous Provisions) Act 1982 defines 'Street Trading' as the selling or exposing or offering for sale of any article (including a living thing) in a street.

Street trading involves the *actual* sale of goods, and not just an agreement to sell goods, i.e. the goods need to be physically present and title in the property must pass as part of the contract transacted between the trader and the buyer.

Exemptions from street trading are:

1. Trading as a pedlar under the authority of a pedlar's certificate granted under the Pedlars Act 1871.
2. Any trade in a market or fair, the right to hold which having been obtained by a grant, enactment or order.
3. Trading in a trunk road picnic area provided by the Secretary of State under section 112 of the Highways Act 1980.
4. Trading as a news vendor.
5. Trading which is carried on at premises used as a petrol filling station.
6. Trading in a street immediately adjoining a retail shop premises as part of the business of the shop.
7. Selling things, or offering or exposing them for sale, as a rounds-man.
8. The use for trading under Part VIIA of the Highways Act 1980 on a highway' such as pavement cafes which are subject to separate guidelines and policy.
9. Activities authorised by regulations made under section 5 of the Police, Factories, etc. (Miscellaneous Provisions) Act 1916 for charitable or benevolent purposes.

Schedule 4 of the 1982 Act defines a street as any road, footway, beach or other area, including private land, to which the public have access at any time without payment.

Hull City Council has designated all streets within Hull as 'consent streets' under the 1982 Act. A 'consent street' is a street in which street trading is permitted if a consent issued by the local authority has first been obtained

Hull City Council is under no obligation to grant any street trading consent and need not specify reasons for refusal, however if an application is refused reasons will be given although there is no right of appeal.

There is no obligation on the Council to renew, on application, an existing consent and any consent issued by the Council may be revoked at any time.

## 1. INTRODUCTION

- 1.1 Hull is a Fair Trade City and the City Centre is home to a wide variety of exceptional public spaces, from iconic public squares to bustling shopping streets and green spaces, all of which have something different to offer. Street activities are an essential ingredient of a vibrant and lively city, provide diversity of shopping opportunities and add character to the area in which they are located.
- 1.2 This policy sets out Hull City Council's framework for the management of street trading in Hull in accordance with the Street Charter. Through the provision of street trading consents the Council aims to regulate the location and number of street traders. The policy also aims to prevent the obstruction of the streets of Hull by street trading activities. In doing so, it recognises the importance of these types of businesses to the local economy and the character of the area whilst trying to ensure that the activities do not cause a nuisance or danger to the people in the area.
- 1.3 This document will guide the Authority when it considers applications for Street Trading Consents and the policy will be subject to continuous review and the Council may make revisions to it at such times, as it considers appropriate.
- 1.4 The Authority also considers applications for Pavement Café Licences and does so in accordance with its separate policy.
- 1.5 This policy supports the Council's undertaking to avoid duplication with other statutory provisions and its commitment to work in partnership with other enforcement agencies.
- 1.6 For the purpose of this policy, the areas designated for street trading within the city will be comprised of two zones. An 'Inner Zone' containing the City Centre as indicated on the plan at **Appendix A**, and an 'Outer Zone' including all other areas within the Authority boundary.
- 1.7 Design Guidance in respect of vehicles, trailers or stalls are shown at **Appendix B** and the applicant will be informed of any Design Brief that relates to the location specified in their application.

## 2. CONSULTATION

- 2.1 In determining the revision of this policy, the Council is mindful of previous consultations with the following people and bodies:
  - Humberside Police
  - Humberside Fire and Rescue Service
  - Area Committees
  - Hull Bid
  - All current consent holders
  - The general public

2.2 We have also in the past consulted various other partners and stakeholders within the Council. These include:

- Network Management
- Public Protection (Food Safety and Environmental Regulation)
- Hull Events
- Major Projects and Infrastructure
- Legal Services
- Equalities or Access Officer

### 3. DETERMINATION OF APPLICATION

3.1 The Council's Planning Committee will consider as necessary applications for street trading. Decisions can be made by the Head of Planning and Assistant Director of Economic Development and Regeneration based on all relevant and appropriate policies including those within the Hull Local Plan 2016-2032.

3.2 The Council will consult with:

- Ward Councillors;
- Humberside Police;
- Relevant Council Services including Network Management, Environmental Health, Hull Events;
- Cabinet Portfolio Holder for Environment and Transport
- Any other stakeholder considered to be relevant to the application.

3.3 Officers and/or the Committee will consider any responses received and the application will be assessed against the relevant criteria below together with the Design Guidance and any relevant Design Brief.

3.4 In considering applications for the grant or renewal of a street trading consent in both the Inner and Outer Zones the following factors will be taken into account when assessing the suitability of a location:

#### 3.4.1 Public Safety

Whether the site and/or activity applied for represents, or is likely to represent, a substantial risk to the public, through obstruction, fire hazard, hygiene issues or any other danger that may occur;

#### 3.4.2 Public Order

The proposed site and/or activity applied for must not create or contribute to the creation of a substantial risk to public order;

#### 3.4.3 Public Nuisance

Whether the site and/or activity applied for represents, or is likely to represent a substantial risk to public nuisance through noise or misbehaviour particularly in residential areas;

#### 3.4.4 Appearance of the Stall, Trailer or Vehicle

The stall, trailer or vehicle must be of a smart appearance and meet such criteria as may be laid down in the consent conditions and must be consistent with the Design Guidance and any relevant Design Brief. Photographs or drawings must be provided with all new

applications and variations to replace the stall, trailer or vehicle. Consideration will also be taken as to whether the consent will add or have a negative impact on the vibrancy and viability of the surrounding street scene.

#### 3.4.5 Economic Impact

Impact on existing businesses and business premises within the vicinity of the site.

#### 3.4.6 Local Plan

The suitability of the site will be assessed in accordance with the policies of the Local Plan and accompanying Supplementary Planning Documents. Such sites should be accessible to disabled people or managed in a way that is.

#### 3.4.7 Furniture

Furniture such as tables, chairs, barriers and parasols should be of high quality, of a uniform style and designed for outdoor commercial use. Furniture must be kept within the limits of the area.

#### 3.4.8 The Needs of the Area

There must be a demand for the articles for sale and the location of the site and they must accord with any Design Brief for the location. The number of traders permitted in any one street shall be restricted to ensure that the permitted use is complementary to and does not conflict with the requirements of each area. The character and appearance of the street will also be considered taking reference from the policies within the Local Plan.

#### 3.4.9 Food Traders

Applicants who intend to trade in hot or cold food must provide evidence that the business is registered as a Food Business Operator with the Council's Public Protection Food Safety Section. Any new business that is not registered at the time of application must successfully complete registration before commencing trading under any consent.

#### 3.4.10 Highway

The location and permitted times will be set so as to minimise any obstruction of the highway. It is a priority to ensure there is not a negative impact on pedestrians particularly those with disabilities. Safety should be properly considered in respect of these matters.

#### 3.4.11 Advertisements

Any advertisement of the business or any other business must be in accordance with the requirements of the Planning Authority, the Design Guidance and any Design Brief for the location. Reference will also be made to policies and Supplementary Planning Documents to ensure there is not a growth in advertisements which could lead to clutter which is detrimental to visual amenity. No 'A' boards should be displayed with the associated site.

### 3.4.12 Trading on Private Land

In order to trade on private land (including car parks, or other areas within the definition of street) within the city of Hull, written permission from the landowner must be submitted with the application.

## 4. INNER ZONE CONSIDERATIONS

- 4.1 All applications for street trading in the Inner Zone will have regard to the Council's City Centre Public Spaces Strategy as well as the Local Plan 2016-2032.
- 4.2 This Policy seeks to support the Strategy in ensuring that the street trading on offer is of a good quality which adds to the City Centre, potentially offering goods not readily available from shops and that the quality of the trading units adds positively to the character and ambience of the street.
- 4.3 Street traders can add considerably to the vibrancy of the city centre and are welcomed and encouraged. There is a desire to move towards a concentration of locations which would allow for enhanced clustering or zoning of street traders, thus creating a 'street market' feel and more of a destination in its own right. It should be noted that the retail market is undergoing change and therefore the character of shopping streets is also likely to change in the future and therefore Street Trading Consents will need to be considered taking into account the new environment.
- 4.4 The strategy has identified the following streets as preferable for permanent street trading:  
King Edward Street (South)  
King Edward Street (North)  
Jameson Street (East)
- 4.5 All other streets have been identified as unsuitable for permanent street trading and will not be considered for permanent street trading.
- 4.6 A plan detailing the above areas is shown at **Appendix C**.

## 5. OUTER ZONE CONSIDERATIONS

- 5.1 All applications for street trading in the Outer Zone will be considered on individual merit.

## 6.0 FOOTBALL/RUGBY STREET TRADING

- 6.1 Street Trading is restricted around the MKM arena and also the Hull College Craven Park Arena and any trader wishing to trade within the areas stipulated on the plans attached of either ground on match days will be required to apply for a football/rugby street trading consent. The goods to be sold by the trader would be restricted to be of a Football and/or Rugby nature and explicitly excludes Food and Beverages being served.
- 6.2 A plan indicating the radius of MKM Stadium is attached as Appendix E -Plan 1- MKM stadium..

- 6.3.1 A plan indicating the radius of Hull College Craven Park Arena is attached as Appendix E- Plan 2- Hull College Craven Park Stadium..
- 6.4 Granted stadia consents will be permitted to trade at all 1<sup>st</sup> team home fixtures, friendly's and internationals for 4 hours prior, during and up to one hour after each fixture for that particular ground.
- 6.5 Restrictions have been placed on the number of consents that are issued at each stadium to avoid over-crowding, congestion and conflict between traders.
- 6.6 The following indicates the maximum consents permitted around both grounds.
- \* MKM Arena - 5 consents.
  - \* Hull College Craven Park Arena - 5 consents.
- 6.7 Additional consents beyond the aforementioned numbers may be granted if the applicant can demonstrate that the unit will be a minimum of 50 metres away from any other current consent holder and that the consent site applied for does not cause any obstruction, to footpaths or exit routes from the stadia.
- 6.8 Consents may be restricted to trading prior to fixture on advice of the Police.
- 6.9 Applicants must follow the application procedure as detailed within the policy.
- 6.10 Applications will be consulted on in the normal way within the 28 day period. Applicants are advised to contact Parks and Open Spaces team of the city council as well as Highways before submitting their application to discuss any issues which may arise. The administrative fee for an application is £35.70 with an additional fee per game of £45.00 which should be paid no longer than 48 hours prior to any game. The fees can either be paid via [dev.control@hulcc.gov.uk](mailto:dev.control@hulcc.gov.uk) or by telephone on 01482 612345.

## 7. INFORMATION TO ACCOMPANY APPLICATION

- 7.1 An applicant for the grant of a new street trading consent shall provide a copy of a map clearly showing the proposed location of the street trading site. The map will clearly indicate the precise location of the site. If the applicant intends to trade on private land then the written permission of the landowner must be provided with the application.
- 7.2 Photographs or drawings of the stall, trailer or vehicle must be provided with all new applications and variations where the stall, trailer or vehicle is being replaced or modified.



If the trader intends to offer a mobile round then the application must detail the exact streets that the applicant intends to visit; general locations will not be accepted. An indication of length of time intended to be spent at each stop will also be required.

## 8 TRANSFERS

- 8.1 A street trading consent is personal to the holder and cannot be transferred or sold to another person.
- 8.2 However, in circumstances where a site has been formally surrendered, the site may be applied for by making a new application. Consents can only be surrendered in writing, and all documents issued relating to the consent must also be relinquished.

## 9 SUB-LETTING

- 9.1 The sub-letting of a consent site is prohibited.

## 10 DECISIONS

- 9.1 Applications will be checked for compliance with the Street Trading Policy and the relevant policies of the Local Plan 2013-2032 and the Officer recommendation to either refuse or give consent will be made on that basis.
- 9.2 Each application will be determined on its own merits and all information attached to the application will be considered. As soon as possible after the determination of the application, the applicant will be notified in writing of the decision.

## 11 RENEWAL

- 10.1 Street trading consents expire on 31 March each year. Any application for renewal must be determined before that date. If the consent is not renewed by that date, trading is not permitted until a new consent has been granted

## 12 SPECIAL EVENTS

- 11.1 In order to promote special events such as Continental Street Markets or Community Events, the Council will issue one consent to the organiser of the event rather than for each individual trader.

## 13 FEES

- 12.1 Fees will be reviewed annually on a full cost recovery basis. Street trading fees are invoiced quarterly in advance. Consents are issued annually for the period 1<sup>st</sup> April to 31<sup>st</sup> March, unless granted for a reduced period. The current fees for street trading are available on the Council's website or can be obtained from the Planning Enforcement and Policy Implementation Section.

12.2 Where trading ceases during the term of a consent, refunds will **not** be given for any outstanding period of less than three months.

12.3 An application for a street trading consent must be accompanied by the current administration fee per application. If the application is refused the administration fee will **not** be refunded. The current administration fee for street trading is available on the Council's website or can be obtained from the Planning Enforcement and Policy Implementation Section.

#### 14 CONDITIONS

13.1 All consents are granted subject to standard conditions, (shown at **Appendix D**). These are not exhaustive and further special conditions may be added to a consent on a case by case basis.

#### 14. ENFORCEMENT

14.1 The Council will actively enforce the provisions of Street Trading legislation within its area. All enforcement activities will be carried out in accordance with the Council's Enforcement Policy.

#### 15. CONTACT

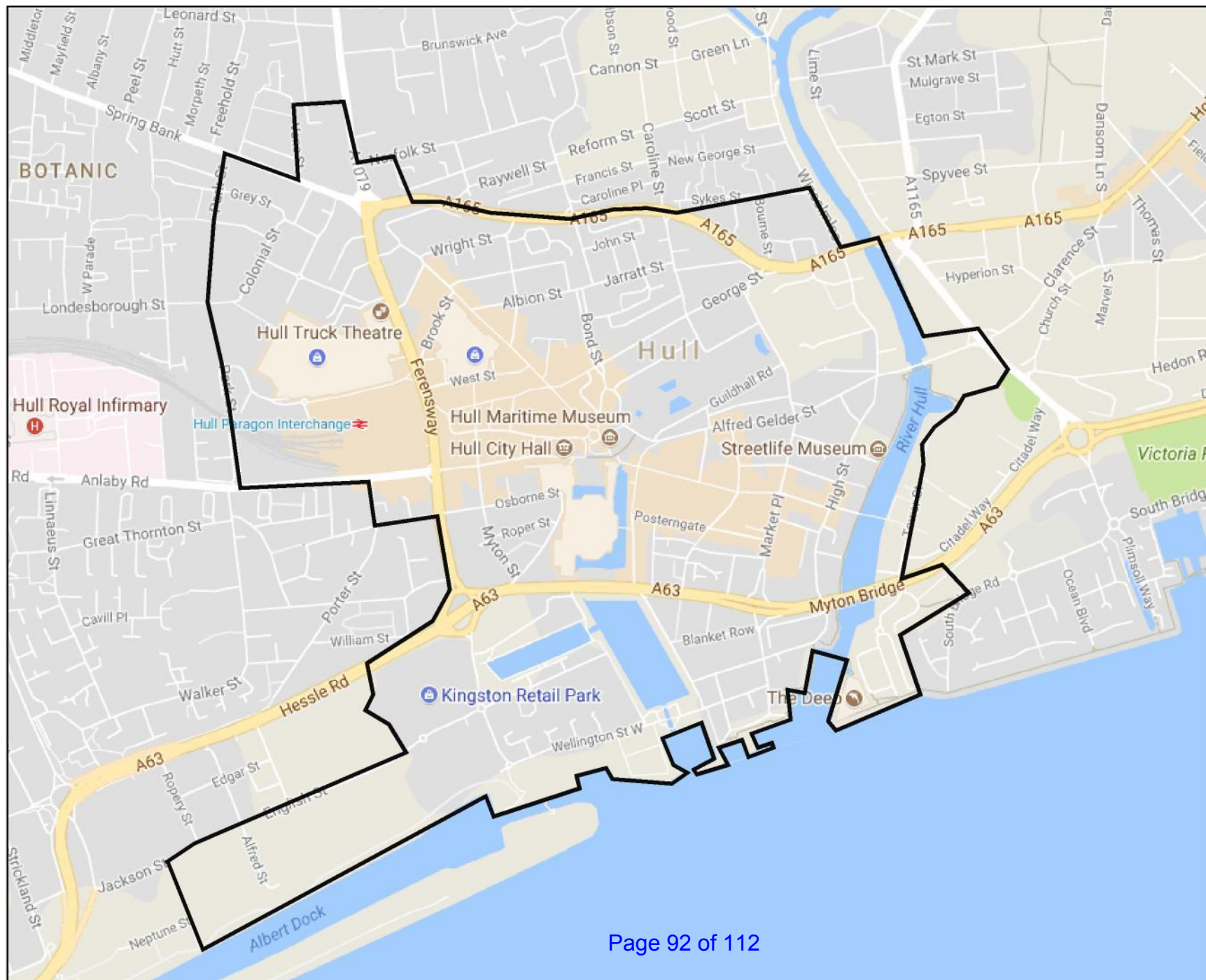
15.1 Contact details for Street Trading:  
Planning Enforcement and Policy Implementation Section  
Hull City Council  
2<sup>nd</sup> Floor  
The Guildhall  
Alfred Gelder Street  
Hull  
HU1 2AA

Email: [dev.control@hullcc.gov.uk](mailto:dev.control@hullcc.gov.uk)

Phone: 01482 612345



**STREET TRADING  
POLICY  
APPENDIX A  
INNER ZONE  
HULL CITY CENTRE**





# Design guidance for street trading in Hull City Centre

## Purpose of this guidance

This is to complement the Street Trading Policy criteria used to determine an application, in particular the “**Appearance of the Stall, Trailer or Vehicle**” (Section 3 of the Street Trading Policy main document).

This guidance is needed to ensure that the Street Trading Policy is aligned with the aims and design standard requirements set out in the authority’s Local Plan and City Centre Public Spaces Strategy, which reflect the ambitions of the city set out in the City Plan, in particular, “*to become a world-class visitor destination*”. The recent large scale public realm investment in the City Centre have transformed the vitality of the city centre and provided the momentum to achieve the city’s ambition.

Street traders are welcome as they contribute to this vitality. While the traders benefit from this high quality urban setting and the associated increase in visitors, their trade should contribute to this quality and not detract from it.

## Street Trader Zones

For the purpose of Street Trading, the City is split into two zones, an ‘Inner Zone’ which comprises Hull City Centre and an ‘Outer Zone’ which includes all other areas within the City Boundary. A map of the Inner Zone can be found at Appendix A C of the Street Trading Policy

### The Inner Zone

The Policy identifies the following streets as preferable for permanent street trading:

1. King Edward Street (South);
2. King Edward Street (North); and
3. Jameson Street (East).

These are shown in more detail in Fig.1 below.

### Who does this apply to?

This guidance applies to stand-alone street traders (i.e. not integral part of an event or market) who apply for a license to trade with a **vehicle, trailer/cart/barrow or portable stall** (all referred to as a '**unit**' in the guidance) from a specific site within the City Centre.

### How is this guidance applied?

The guidance is to be considered by delegated officers and the Planning Committee when making decisions on applications for street trading from a specific site within the Inner Zone. The guidance is not a strict requirement but is to help the decision makers assess the impact of the application on the character of the street scene and area. Applicants are advised to follow the guidance in order to achieve a successful application outcome.

# Design criteria

## 1. Main principle:

The stall, trailer, or vehicle to be used under a street trading licence or consent will be of a **high quality design and build, clean and in excellent condition, and will complement the character of the street scene.**

## 2. Style and colour:

The **style can be modern or traditional** as long as the unit is of high quality design, clean and in excellent condition. A stylish/high quality design can get away with any colour but as a general rule, in order to minimise detracting from the wider street scene, **fluorescent and saturated colours should be avoided.**

A **sense of fun** is encouraged, in particular, through imaginative design. **Vintage vehicles and trailers that are refurbished to a high standard are strongly supported** as they combine both **fun and character** and will add character to the street scene.

Mobile trading vans must have a **side and/or rear hatch** to serve customers.

## 0. Massing (shape and size) and impact on important views

As a guide, it is preferable that the unit **does not exceed 4.5m in length, 2.5m in height and 12m<sup>2</sup> total area.**

A **self-contained unit is preferable to a spread of display** e.g. display boxes, unless they are limited in number, arranged neatly and within the dimensions indicated above.

All display should be at a **reasonable height** (as a guide, a minimum of 0.5m) and should **not be laid on the floor.** This is to avoid trip hazards.

The location and position of the unit **should not block important views in the city centre** e.g. view towards Queen Victoria Square and King Edward Square from surrounding streets **or obstruct movement along the street.** Fig.1 below shows the views to be protected. The impact on the views will depend on the shape and size of the unit e.g. a stall without any wall will enable a see-through view and the length of a van positioned along the view as opposed to a perpendicular position will avoid blocking the view.



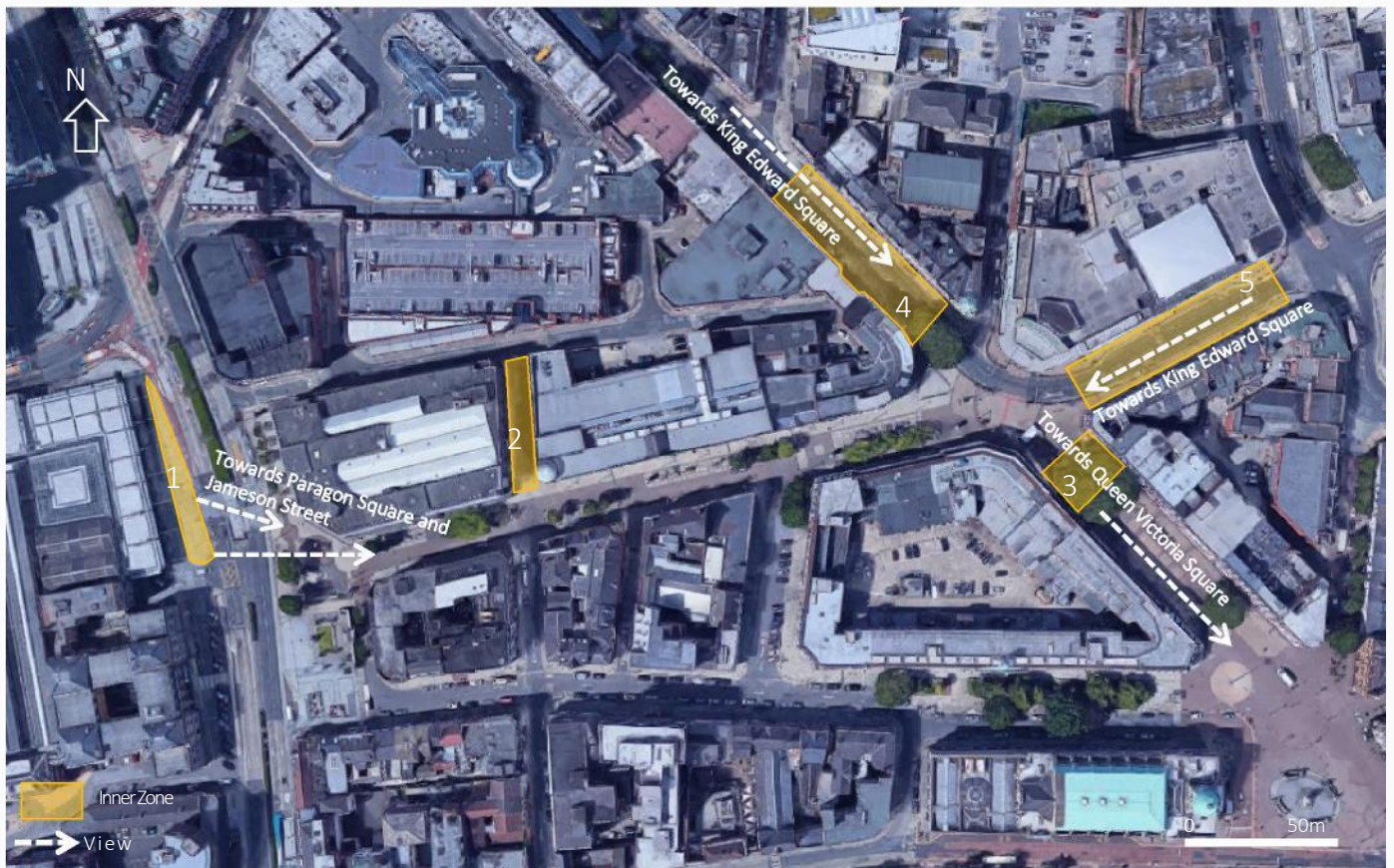


Fig.1: Map of important views to be protected within the street trading Inner Zone

#### 4. Access

The unit design should ensure the unit is **fully accessible** for all customers to buy the goods / use the service offered and does not obstruct movement along the street. Units should **remain within allocated location**; this is to comply with the Street Charter.

#### 5. Signage and floor

The unit must be clearly identifiable as a trader and the **signage will be limited to the name of the stall, the type of product sold and a simple price list.**

Sign writing and scrollwork must be finished to a standard acceptable to the City Council.

Advertisements on stalls will be subject to advertisement consent where necessary.

The **use of advertising 'A' boards is not allowed** in accordance with the Street Charter.

**No flooring should be laid out on the street** (e.g. fake grass, vinyl)



## Examples of acceptable designs:

- Modern, simple, functional stalls with umbrellas, canopies or awnings.
- New/recent or refurbished vintage handcars, barrows or tricycles.
- Small trading van or trailer with side hatch to serve customers



Handcart in a pedestrianised area

Source: [lastenrad.vcd.org](http://lastenrad.vcd.org) © coffee-bike



Refurbished vintage mini van

Source: Pinterest

## Examples of unacceptable design:

- Large or/and over-dominant unit
- Badly maintained stall or vehicle e.g. dirty vehicle or with flicking paint, dirty or discoloured awning/canopy
- Poorly looking unit e.g. with untidy cardboard signs, overly large lettering for prices



Too large

Source: Pinterest



Poor signage giving an overall low quality appearance Source: [getreading.co.uk](http://getreading.co.uk)

## 6. Electricity connection

When electricity connection is required, silent running generators are encouraged but stand-alone generators, placed on the street, are not allowed. This is to protect the amenity of local residents and businesses, and, overall, to maintain the character and attractiveness of the street.

## 7. Process:

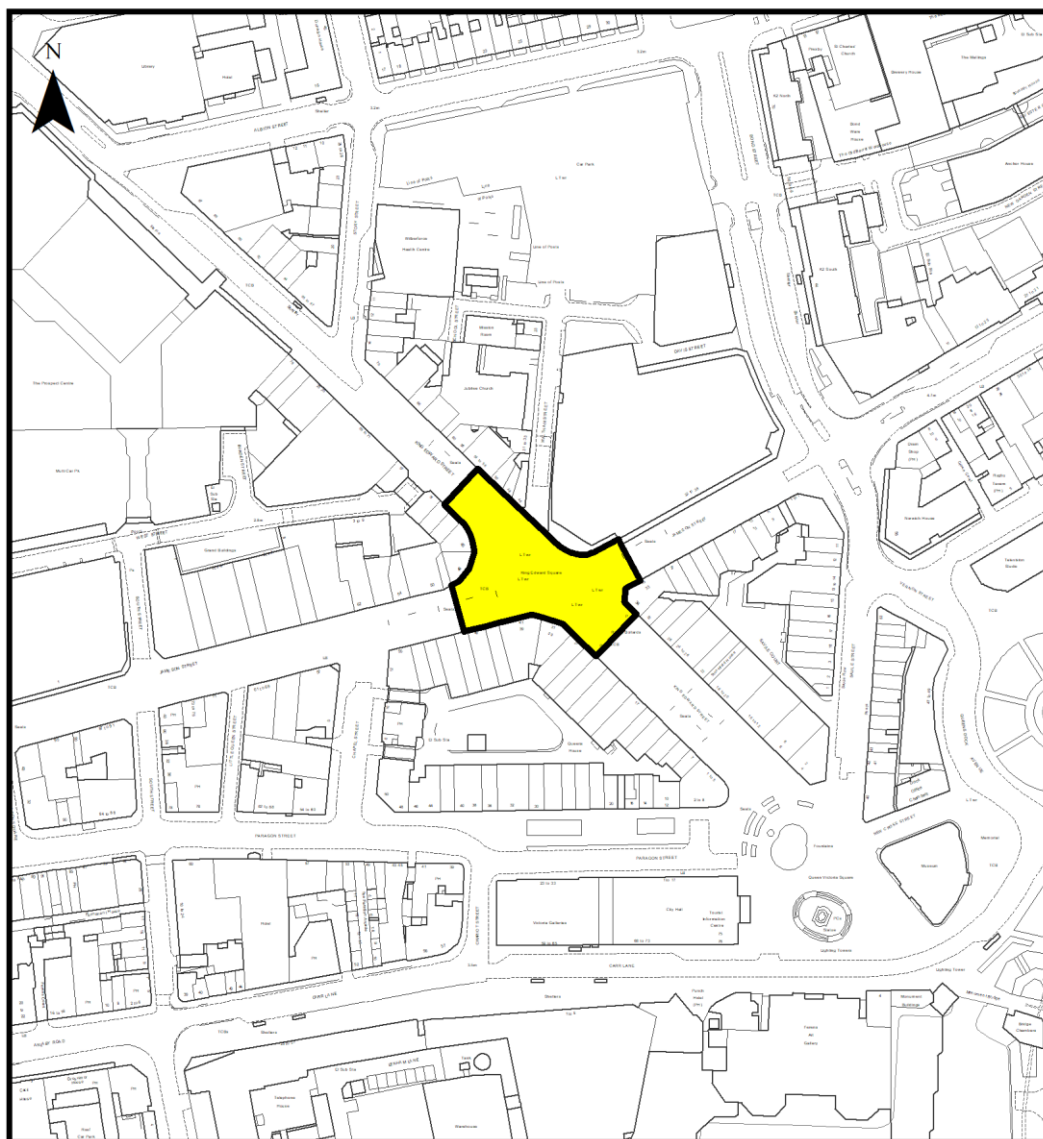
**Photographs and drawings** must be submitted as part of the application (or any variation to replace a unit). Drawings **must include dimensions and exact location and orientation** of the unit within the street.

Applicants are encouraged to seek advice from the Council as to their choice of unit prior to purchase or submission of an application. No expenditure on units or equipment should be made until the Council has granted consent and the unit design has been approved.

Application forms and full Policy on Street Trading are available on Hull City Council website at:  
Ctrl+Click [hull.gov.uk/business/licences-and-permits/street-trading](http://hull.gov.uk/business/licences-and-permits/street-trading)

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Inner Zone Street Trading  
Hull City Centre



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Area suitable for Street Trading

0 62.5 125 250 Metres 1:2,500

**STREET TRADING POLICY**  
**APPENDIX D**  
**Standard Conditions for Street Trading**



1. No street trading shall be allowed except from a stationary properly constructed portable stall, or properly equipped vehicle/trailer specified in the Application for Consent.
2. The trader shall **not** trade from suitcases or trays.
3. No flashing lights or bright lights should be attached to vehicles, trailers or stalls.
4. The name and home address of the trader shall be legibly displayed at all times on the stall, trailer or vehicle or on a board attached thereto in letters not less than 38mm high.
5. The Certificate of Consent shall be displayed on the stall, trailer or vehicle at all times, and the trader shall only sell the commodities specified in the Consent during the times, on the days and at the site specified in the Consent.
6. The trader shall keep the site in a tidy condition and free from nuisance or danger. A suitable receptacle for refuse shall be provided by the trader.
7. All refuse shall be removed by the trader from and near the approved site at the end of each days trading.
8. The stall, trailer or vehicle shall be removed from the site at the end of each working day.
9. Any stall, trailer or vehicle used for cooking food, (other than chestnuts) shall be provided with a suitable fire extinguisher, and the trader shall comply with the relevant Food Hygiene Regulations.
10. The trader shall **not** cause or permit any unnecessary obstruction on the highway.
11. This Consent will **not** apply during periods when the road is closed for special events.
12. The trader will move the stall or vehicles when required to do so by a Police Officer or Authorised Officer of the council.
13. The identification plate provided by the Council shall be displayed on the rear of any trailer or vehicle in a clear upright position. The identification plate remains the property of the Council.
14. Identification badges, provided by the Council, must be worn by all persons involved with the running of the stall, trailer or vehicle.
15. The consent fee will be paid by the Consent Holder by quarterly instalments in advance, failing which the Consent will be revoked.
16. The trader shall comply with any other special condition referred to in the Consent.
17. This Consent to Trade is **not** transferable to any other person.
18. Should no suitable paved / hardened area exist at the location of the agreed trading site or it be desirable to place tables and chairs at the location on the footway/verge, authorisation for the works/consent required must first be obtained from the Licensing Section.



## ECONOMY AND ENVIRONMENT OVERVIEW & SCRUTINY COMMISSION - DRAFT WORK PROGRAMME 2022-23

Commission Date	AKS Upload Date	New Item	Agenda Items	Responsible Officer (In attendance)	Reason for Submission and Actions
10.00 a.m. Thursday 24 Nov 22	Midday, Tuesday 15 Nov 22		Minutes of the September Meeting	Antony Spouse	To approve the minutes as a true record.
10.00 a.m. Thursday 24 Nov 22	Midday, Tuesday 15 Nov 22		Minutes of the October Meeting	Antony Spouse	To approve the minutes as a true record.
10.00 a.m. Thursday 24 Nov 22	Midday Tuesday 15 Nov 22		Commission Resolution List	Antony Spouse	To update the Commission on any questions or actions raised at previous meetings.
10.00 a.m. Thursday 24 Nov 22	Midday Tuesday 15 Nov 22		Director of Regeneration Presentation	Mark Jones / Alex Codd / Garry Taylor ( <b>Mark Jones</b> )	To update the Members on any service, policy or strategy developments that fall within the remit of the Commission and may need to be included in the future work programme.  :- Levelling Up :- Shared Prosperity Fund (Local Delivery Partnership) Updates :- Economic Outlook :- Humber Freeport :- Devolution
10.00 a.m. Thursday 24 Nov 22	Midday Tuesday 15 Nov 22	<b>Provisional Date</b>	Humber Freeport Development Update	Mark Jones / Alex Codd	To update the Commission on the development of the Humber Freeport and the associated challenges/opportunities.
10.00 a.m. Thursday 24 Nov 22	Midday Tuesday 15 Nov 22	<b>Provisional Date</b>	Portfolio Holder Update - PH for Regeneration	<b>Cllr Drake Davis</b> - Mark Jones / Alex Codd / Garry Taylor (Councillor Drake Davis)	To enable the Portfolio holder to update the Commission on his priorities and key developments that fall within the remit of the Commission.  :- City Cultural Regeneration Strategy :- Local Plan and Planning Policy :- Modal shift :- Economic and Business Regeneration :- Major Projects with Relevant Portfolio Holder :- Planning :- Jobs and Skills strategic planning
10.00 a.m. Thursday 24 Nov 22	Midday Tuesday 15 Nov 22	<b>Provisional Item / Date</b>	Portfolio Holder Update - PH for Culture	<b>Cllr Pritchard</b> - Mark Jones / Alex Codd / Garry Taylor (Councillor Drake Davis)	:- Museums, Art Galleries and Theatre, Culture and Arts :- HCAL Lead :- Deperatmental Lead for Toursim
10.00 a.m. Thursday 24 Nov 22	Midday Tuesday 15 Nov 22	<b>Provisional Item / Date</b>	Boothferry Footbridge Feasability Study	Mark Jones / Andy Burton / Pete Curry / Giovanna	To undertake pre-decision scrutiny.



10.00 a.m. Thursday 24 Nov 22	Midday Tuesday 15 Nov 22		Commission Work Programme 2022/23	Antony Spouse	To consider and approve the draft Work Programme for 2022/23.
10.00 a.m. Thursday 15 Dec 22	Midday Tuesday 6 Dec 22		Minutes of the November meeting	Antony Spouse	To approve the minutes as a true record.
10.00 a.m. Thursday 15 Dec 22	Midday Tuesday 6 Dec 22		Commission Resolution List	Antony Spouse	To update the Commission on any questions or actions raised at previous meetings.
10.00 a.m. Thursday 15 Dec 22	Midday Tuesday 6 Dec 22		Director of Regeneration Presentation  <b>Assistant Director Economic Development and Regeneration</b>	Mark Jones / Alex Codd / Garry Taylor <b>(Alex Codd)</b>	To update the Members on any service, policy or strategy developments that fall within the remit of the Commission and may need to be included in the future work programme.
10.00 a.m. Thursday 15 Dec 22	Midday Tuesday 6 Dec 22	<b>Provisional Item / Date</b>	Western Dock Masterplan - Consultation Approval	Mark Jones / Alex Codd / Garry Taylor (Mark Jones / Alex Codd / Garry Taylor)	To undertake pre-decision scrutiny.
10.00 a.m. Thursday 15 Dec 22	Midday Tuesday 6 Dec 22		Commission Work Programme 2022/23	Antony Spouse	To consider and approve the draft Work Programme for 2022/23.
10.00 a.m. Thursday 12 Jan 23	Midday Tuesday 3 Jan 23		Minutes of the December Meeting	Antony Spouse	To approve the minutes as a true record.
10.00 a.m. Thursday 12 Jan 23	Midday Tuesday 3 Jan 23		Commission Resolution List	Antony Spouse	To update the Commission on any questions or actions raised at previous meetings.
10.00 a.m. Thursday 12 Jan 23	Midday Tuesday 3 Jan 23	<b>Provisional Item / Date</b>	Hull and East Yorkshire LEP	Teresa Chalmers / James Newman (Teresa Chalmers / James Newman)	To enable the LEP to update the Commission on individual work streams and performance to date.



10.00 a.m. Thursday 12 Jan 23	Midday Tuesday 3 Jan 23		Director of Regeneration Presentation	Mark Jones / Alex Codd / Garry Taylor ( <b>Mark Jones</b> )	To update the Members on any service, policy or strategy developments that fall within the remit of the Commission and may need to be included in the future work programme.  :- Levelling Up :- <b>Shared Prosperity Fund (Local Delivery Partnership) Updates</b> :- Economic Outlook :- Humber Freeport :- Devolution
10.00 a.m. Thursday 12 Jan 23	Midday Tuesday 3 Jan 23	Provisional Date	Economic Strategy Delivery Plan - Performance Update	Mark Jones / Alex Codd (Alex Codd)	To enable the Commission to monitor the performance of the Economic Strategy in order to ensure it is delivering against the agreed indicators.
10.00 a.m. Thursday 12 Jan 23	Midday Tuesday 3 Jan 23		Regeneration Directorate - <b>Period 7</b> Revenue Budget Monitoring Report	Mark Jones / Wendy Lightfoot / Alex Codd / Garry Taylor	To enable the Commission to scrutinise the latest budget position.
10.00 a.m. Thursday 12 Jan 23	Midday Tuesday 3 Jan 23		Commission Work Programme 2022/23	Antony Spouse	To consider and approve the draft Work Programme for 2022/23.
10.00 a.m. Thursday 16 Feb 23	Midday Tuesday 7 Feb 23		Minutes of the January Meeting	Antony Spouse	To approve the minutes as a true record.
10.00 a.m. Thursday 16 Feb 23	Midday Tuesday 7 Feb 23		Commission Resolution List	Antony Spouse	To update the Commission on any questions or actions raised at previous meetings.
10.00 a.m. Thursday 16 Feb 23	Midday Tuesday 7 Feb 23	Provisional Item / Date	Chamber of Commerce	Dr. Ian Kelly (Dr. Ian Kelly)	To enable the Chamber to outline the challenges and opportunities facing the local business sector, including areas where the Council may be able to offer support.
10.00 a.m. Thursday 16 Feb 23	Midday Tuesday 7 Feb 23		Director of Regeneration Presentation  <b>Assistant Director for Major Projects, Culture and Place</b>	Mark Jones / Alex Codd / Garry Taylor ( <b>Garry Taylor</b> )	To update the Members on any service, policy or strategy developments that fall within the remit of the Commission and may need to be included in the future work programme.
10.00 a.m. Thursday 16 Feb 23	Midday Tuesday 7 Feb 23		Commission Work Programme 2022/23	Antony Spouse	To consider and approve the draft Work Programme for 2022/23.
10.00 a.m. Thursday 23 Mar 23	Midday Tuesday 14 Mar 23		Minutes of the February Meeting	Antony Spouse	To approve the minutes as a true record.

10.00 a.m. Thursday 23 Mar 23	Midday Tuesday 14 Mar 23		Commission Resolution List	Antony Spouse	To update the Commission on any questions or actions raised at previous meetings.
10.00 a.m. Thursday 23 Mar 23	Midday Tuesday 14 Mar 23		Director of Regeneration Presentation	Mark Jones / Alex Codd / Garry Taylor <b>(Mark Jones)</b>	To update the Members on any service, policy or strategy developments that fall within the remit of the Commission and may need to be included in the future work programme.  :- Levelling Up :- <b>Shared Prosperity Fund (Local Delivery Partnership) Updates</b> :- Economic Outlook :- Humber Freeport :- Devolution
10.00 a.m. Thursday 23 Mar 23	Midday Tuesday 14 Mar 23		Regeneration Directorate - <b>Period 9</b> Revenue Budget Monitoring Report	Mark Jones / Wendy Lightfoot / Alex Codd / Garry Taylor	To enable the Commission to scrutinise the latest budget position.
10.00 a.m. Thursday 23 Mar 23	Midday Tuesday 14 Mar 23		Commission Work Programme 2022/23	Antony Spouse	To consider and approve the draft Work Programme for 2022/23.
10.00 a.m. Thursday 20 Apr 23	Midday Tuesday 11 Apr 23		Minutes of the March Meeting	Antony Spouse	To approve the minutes as a true record.
10.00 a.m. Thursday 20 Apr 23	Midday Tuesday 11 Apr 23		Commission Resolution List	Antony Spouse	To update the Commission on any questions or actions raised at previous meetings.
10.00 a.m. Thursday 20 Apr 23	Midday Tuesday 11 Apr 23		Director of Regeneration Presentation  <b>Assistant Director Economic Development and Regeneration</b>	Mark Jones / Alex Codd / Garry Taylor <b>(Alex Codd)</b>	To update the Members on any service, policy or strategy developments that fall within the remit of the Commission and may need to be included in the future work programme.
10.00 a.m. Thursday 20 Apr 23	Midday Tuesday 11 Apr 23	<b>Provisional Item</b>	Scrutiny Annual Report Work Programme Review 2022/23	Antony Spouse	To agree the work programme review for inclusion in the Scrutiny Annual Report.
<b>Autumn 2022</b>	<b>Autumn 2022</b>		Hull Transport Survey and Transport Summit - Findings and Next Steps	Mark Jones / Garry Taylor	To enable the Commission to scrutinise the results of the Road Network Survey and the action the Council is planning to take on the back of the results.

# ECONOMY AND ENVIRONMEN

**CHAIR:** Councillor Furley

**Deputy:** Councillor Burton

**SCRUTINY OFFICER:** Antony Spouse

**LEAD OFFICERS:** M. Jones / A. Co

Commission Date	AKS Upload Date	New Item	Agenda Items	Responsible Officer (In attendance)	Format	Portfolio Holder
TBC	TBC	Economy	Employment Support and Skills Training	Mark Jones / Alex Codd / Sharon Gamble	TBC	Councillor Drake-Davis
TBC	TBC	Economy	Enterprise and Business Support	Mark Jones / Alex Codd	TBC	Councillor Ross
TBC	TBC	City Centre / Visitor Economy	City Centre Development	Mark Jones / Alex Codd	TBC	Councillor Drake-Davis
TBC	TBC	City Centre / Visitor Economy	Vibrancy of the Night Time Economy	Mark Jones / Alex Codd	TBC	Councillor Drake-Davis
TBC	TBC	Transport	Roads and Highways	Mark Jones / Garry Taylor / Ruth Stephenson	TBC	Councillor Ieronimo
TBC	TBC	Transport	Rail Meeting	Mark Jones (Garry Taylor / Ruth Stephenson / Hull Trains / FTPE / Northern Rail / Network Rail)	TBC	Councillor Ieronimo
TBC	TBC	Transport	Cycle Strategy and Task and Finish Panel Update	Mark Jones / Garry Taylor / Ruth Stephenson	TBC	Councillor Ieronimo
TBC	TBC	Environment	Portfolio Holder Update - PH for Environment	<b>Cllr Conner</b> - Mark Jones / Andy Burton / Alex Codd / Garry Taylor (Councillor Drake Davis)	Briefing Note	Councillor Conner

TBC	TBC	Environment	Flood Management	Mark Jones (Mark Jones / Rachel Glossop	TBC	Councillor Ieronimo
TBC	TBC	Environment	Waste Management Strategy	Mark Jones / Andy Burton / Doug Sharp	TBC	Councillor Ieronimo
TBC	TBC	Environment	Air Quality Update	Julia Weldon / Rachel Stephenson / Dave White	TBC	Councillor Conner

## T OVERVIEW & SCRUTINY COMMISSION - DRAFT WORK PROGRAMME 2022-23

odd / G. Taylor	Portfolio Holders: Cllr Ross / Cllr Drake-Davis / Cllr Ieronimo / Pritchard / Conner		
Reason for Submission and Actions	DUE DATE	RAG	Action/Decision Allocation
To review employment support and skills training across the City.			
To review enterprise and business support across the City.			
To review the health of the city centre and identify opportunities to provide additional support.			
To review the vibrancy of the night time, including an update on the recommendations included in the Task and Finish Report.			
To enable the Commission to receive an update on the Council's Roads and Highway Strategy. <b>Including A63 Castle Street Works (Requested: 20/06/22)</b>			
To enable the Commission to discuss local rail strategy with local rail operators.			
To enable the Commission to consider the Cycling Strategy for the City, including key challenges and opportunities.			
To enable the Portfolio holder to update the Commission on her priorities and key developments that fall within the remit of the Commission. :- Climate Change Lead			

To update the Commission on Flood Management Plans for the City.			
To review the Council's Waste Management Strategy and performance to date.			
To review the Council's Air Quality Strategy and performance to date.			

<b>Position Update</b>
