



**Notice of a public meeting of
Economic Development and Transport Policy and Scrutiny
Committee**

- To:** Councillors Cuthbertson (Chair), D'Agorne (Vice-Chair),
Cullwick, Gates, Looker, D Myers, K Myers and Warters
- Date:** Wednesday, 18 January 2017
- Time:** 5.30 pm
- Venue:** The Thornton Room - Ground Floor, West Offices (G039)

AGENDA

1. Declarations of Interest

At this point in the meeting, Members are asked to declare:

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

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

2. Minutes (Pages 1 - 6)

To approve and sign the minutes of the meeting of the Economic Development and Transport Policy and Scrutiny Committee held on 14 November 2016.

3. Public Participation

It is at this point in the meeting that members of the public who have registered their wish to speak can do so. The deadline for registering is by **5:00pm on Tuesday 17 January 2017.**

To register please contact the Democracy Officer for the meeting, on the details at the foot of this agenda.

Filming, Recording or Webcasting Meetings

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<http://www.york.gov.uk/webcasts>.

Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting, i.e. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officer (whose contact details are at the foot of this agenda) in advance of the meeting.

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at:

http://www.york.gov.uk/download/downloads/id/11406/protocol_f_or_webcasting_filming_and_recording_of_council_meetings_20160809.pdf

4. 2016/17 Finance and Performance Monitor 2 (Pages 7 - 18) Report - Economic Development and Transport

This report provides details of the 2016/17 forecast outturn position for both finance and performance across services within the Economy and Place Directorate. The paper incorporates data to September 2016 as reported to Executive on 24th November 2016.

5. Update Report on Wage Data (Pages 19 - 38)

This report provides an overview of the latest available wage data for York for consideration by the committee, including key trends and issues of note.

**6. York Central Project - West Yorkshire (Pages 39 - 44)
Transport Fund**

This report provides a summary of the Council's commitment to join the West Yorkshire Transport Fund (WYTF) and to use this funding to deliver access on to the York Central site.

7. Guild of Media Arts

A presentation will be given by the Guild of Media Arts on the work of the Guild, progress to date and plans for the future.

8. Work Plan 2016/17 (Pages 45 - 46)

Members are asked to give consideration to the committee's work plan for 2016/17.

9. Urgent Business

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

Democracy Officer:

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For more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports and
- For receiving reports in other formats

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 **(01904) 551550**

City of York Council

Committee Minutes

Meeting	Economic Development and Transport Policy and Scrutiny Committee
Date	14 November 2016
Present	Councillors Cuthbertson (items 4 to 8), D'Agorne (Vice-Chair in the Chair), Cullwick, Gates, Looker, D Myers and K Myers
Apologies	Councillor Warters

25. Declarations of Interest

Members were asked to declare any personal interests not included on the Register of Interests or any prejudicial or disclosable pecuniary interests that they might have in respect of the business on the agenda. No additional interests were declared.

26. Minutes

Resolved: That the minutes of the meeting of the Economic Development and Transport Policy and Scrutiny Committee meeting of 7 September 2016 be approved as a correct record and then signed by the Chair.

27. Public Participation

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

28. Make it York Update Report

Members considered a report that provided an update on the progress being made by Make it York (MIY). The Managing Director of Make it York was in attendance and detailed the work that had taken place, as outlined in the written report.

At the request of Members, an update was given on the following:

- The impact on trade in Coppergate during the closure of the Jorvik Viking Centre.
- The funding that was being sought for Mediale, including an application to the Arts Council, and the partnership arrangements that were in place.
- The use of the “York Means Business” as a tag line. Members suggested that there was a need to ensure that the website links to this website were still working effectively.
- The arrangements that would be in place for the farmers’ market next year.
- The forthcoming Venturefest.

Discussion took place regarding the factors that impacted on York’s ability to attract high value jobs to the city. It was noted that cities such as Leeds already had Grade A office accommodation in place but, until developments such as York Central were progressed, there were limitations as to what York could offer in this respect. Officers were asked if action could be taken to address the issue of the conversion of some office accommodation in the city to hotels and whether the council could be more proactive in this regard. Officers stated that, in terms of job creation, hotel accommodation could be preferable to the conversion of office space to apartments. Market forces usually dictated the use of the buildings but, if the council were to be more proactive, consideration would have to be given to the commercial risks involved. Members asked about the evidence of demand for Grade A office accommodation. Officers stated that a paper had been prepared which had been based on information including inward investment enquiries and on the businesses in the city which were looking to expand. A number of independent reports had also been written and there would be a report focussed on York Central. Although it was sometimes more difficult to demonstrate demand when there was a lack of supply, there was a lot of confidence in the market. Work was ongoing to support four existing businesses in the city who were looking to expand but were finding it difficult to do so.

Officers were asked about the number of festivals that were held in the city and whether it would be better to concentrate the funding on fewer festivals. They stated that the feedback from festivals had become more positive and that efforts were being

made to ensure that activities were taking place around the city and not solely in the city centre. Members suggested that consideration could be given to extending festivals such as Illuminating York as a way of contributing to the night-time economy, particularly as partnerships had been developed with lighting companies.

The Managing Director of Make it York was thanked for his report and his attendance at the meeting.

Resolved: That the report be noted.

Reason: To ensure that Members are aware of the progress of Make it York.

29. Update Report on Universal Credit

Members considered a report which followed on from a paper which had been presented to the committee on 28 January 2015. The report provided an update on the progress made by the Department for Work and Pensions since then to implement Universal Credit nationally.

Officers gave details of the roll-out of Universal Credit and informed Members that the Department for Work and Pensions had now confirmed that York should go live with a full service for all new claimants (not including pensioners) in July 2017. Details were also given of the arrangements for transferring existing Housing Benefit customers.

Members were informed that local authorities would continue to administer Council Tax Support (CTS). Officers stated that the council had seen year on year reductions in its benefit administration grant from the Department for Work and Pensions although the caseload had not reduced accordingly.

Referring to Annex B of the report, officers were questioned about the lessons that had been learned from local authorities such as Harrogate, which had implemented full Universal Credit in June 2016. They stated that real difficulties were being experienced, including a backlog of work as the changes were being put in place. Officers hoped to make a visit to Harrogate Borough Council in the New Year to find out more about the issues that had emerged.

Members commented on the problems that may arise because the Universal Credit was paid in the form of a single household payment. Officers confirmed that this issue had been raised with the Department for Work and Pensions.

Officers were asked about the role of Credit Unions in supporting claimants who experienced difficulties as a result of the introduction of the new arrangements. Officers stated that they understood that South Yorkshire Credit Union had set up a budgetary account to assist claimants. Members were informed that officers continued to liaise with the Citizens Advice Bureau.

Members agreed that it would be beneficial for them to receive a further update report after the council had gone live with a full service for all new claimants as it would be better placed to assess its impact.

Resolved: (i) That it be noted that Universal Support – Local Delivery was successfully implemented from February 2015.

(ii) That an updated report be presented to the committee in late 2017 to assess how Universal Credit has been implemented in York and related implications.

Reasons: (i) To acknowledge the support provided to early adopters of Universal Credit by the Council and its partners.

(ii) To keep the committee informed about the roll out of universal credit in York.

30. Update Report on Major Projects in York

Members considered a report which provided an overview and update on the major projects currently being progressed in the city. This included major transport initiatives.

At the request of Members, an update was given on the following issues:

- The Southern Gateway project – Members noted that a report was due to be presented to the Executive early in

2017 and they agreed that they would wish to be kept updated on progress.

- The Outer Ring Road (A1237) – details were given of the proposals to increase the capacity of seven roundabouts and of the proposed funding arrangements.
- York Central – officers explained the two main elements of the key transport requirements, which were the delivery of a new access route into the site and improvements to the transport interchange at the front of the station.
- Digital Services (CRM) – Members noted that there would be a soft rollout of the new system and that Members had been invited to take part in piloting the new arrangements.

Members commented on the reputational damage that could be caused to the Council if projects such as York Central were not delivered successfully. Officers were asked if an authority the size of York had the necessary capacity and expertise to deliver. Officers stated that, where necessary, the Council brought in expertise to enhance the capacity, as had been the case with the Guildhall Project and with large transport projects.

Resolved: That the report be noted.

Reason: To ensure that the committee is kept updated on major projects, including transport initiatives, in the city.

31. Work Plan 2016-17

Members gave consideration to the committee's work plan for 2016-17.

Members noted that it was proposed to hold a presentation on Modal Shift in February 2017. This would inform Members' decisions as to whether to proceed with a scrutiny review on this issue.

Resolved: That the work plan be approved subject to the following additions:

- Update on the Southern Gateway project (meeting of 18 January 2017)
- Modal Shift – consideration as to whether to proceed with a scrutiny review (meeting of March 2017)

- Update on implementation of Universal Credit (meeting late 2017)

Reason: To ensure that the committee has a planned programme of work in place.

Councillor Cuthbertson, Chair

[The meeting started at 5.30 pm and finished at 7.05 pm].



Economic Development and Transport Policy and Scrutiny Committee

18th January 2017

Report of the Director of Economy and Place

2016/17 Finance & Performance Monitor 2 Report – Economic Development and Transport

Summary

1. This report provides details of the 2016/17 forecast outturn position for both finance and performance across services within the Economy and Place Directorate. The paper incorporates data to September 2016 as reported to Executive on 24th November 2016.

Analysis

Finance

2. The services that relate to Economic Development and Transport Policy and Scrutiny committee are shown below:

	Budget £'000	Outturn £'000	Variance £'000
Economy and Place			
Transport	5,949	6,069	120
Fleet	-344	-232	112
Highways	2,737	2,707	-30
Parking Income	-6,783	-6,633	150
Planning Services	351	951	600
Economic Development	1,156	1,106	-50
Parking	1,119	1,119	0

Note: '+' indicates an increase in expenditure or shortfall in income
 '-' indicates a reduction in expenditure or increase in income

3. Details of the main variations by service plan are detailed in the following paragraphs.

Transport (+£120k)

4. There is an anticipated shortfall of £100k unachieved Automatic Number Plate Recognition (ANPR) income relating to the scheme at Coppergate and anticipated increased costs of £100k for the risk and reward payment for Poppleton Bar Park and Ride.

Fleet (+£112k)

5. There is a £112k unachieved legacy saving from council transport costs for which a delivery plan still needs to be finalised. The Fleet Board has recently been reinstated and that will be a key target for the group to resolve.

Parking Income (+£150k)

6. There is a forecast shortfall from parking income of £150k out of a total budgeted income of £6.9m, representing a 2.2% variation. The main shortfall is at St George's Field where the Environment Agency is using an area of the car park as part of works being undertaken to upgrade the Foss barrier. Compensation for the loss of income arising from the loss of spaces is still to be agreed.

Planning Services (+£600k)

7. A £545k shortfall in planning fee income is forecast due to a lower number of large planning fees. It is expected that as progress is made on the local plan then income from developers will increase. A major application can achieve significant fees, however the actual fee paid is dependent on the number of dwellings and scale of site. In addition the government has reduced the planning fees in some areas, e.g. conversion of offices into residential units, and this has resulted in a £47k reduction in fees. For the first 6 months the average planning fee in 2016/17 (£387) is nearly 30% lower than last year (£547). Fees will continue to be monitored during the year. The additional costs of administration (£23k) are offset by the income from supporting Selby DC planning department (£23k). It is expected that there will be shortfall of £45k in Environmental Management income and officers are looking at other ways of mitigating this shortfall.

Performance Update

8. The 2016/17 scorecard for Economic Development and Transport is attached at Annex 1. Other key performance information is included in the following paragraphs.
9. Public consultation on the Local Plan Preferred Sites document and the supporting evidence which draws upon previous work undertaken for the Local Plan ended on 12th September. There were over 2,000 representations made and officers are currently working on analysing the comments and feedback received from residents and other stakeholders and will report back in due course.
10. **Median earnings of residents – Gross Weekly Pay (£) - this measure gives an understanding if wage levels have risen within the city, a key corner-stone in the cities economic strategy**

In 2016 the median gross weekly earnings for residents of York were £509.60 which was an increase of 2.82% from £495.60 in 2015. The median earnings are higher than the Yorkshire & the Humber average of £498.30 but lower than the Great Britain average of £541.00. York is currently ranked 7/22 in the region (up from 8/22 in 2015) with Selby ranked the highest with the median gross weekly pay of £549.40 and Craven ranked the lowest with a gross weekly pay of £413.10. We are aware that York still fails to meet its full potential in terms of wage levels and part of the reason for this is the availability of space for high quality employments. The recently agreed economic strategy includes a number of areas to assist these issues including developing York Central, delivering the local plan and promoting university led growth.

Median earnings of residents - Gross Weekly Pay (£)



11. Figures from the Office for National Statistics showed there were 530 claimants in York in September a fall of 20 from last month and of 190 from September 2015. The claimant count for York represents 0.4 per cent of the working population, which is lower than both the regional and national figures which stand at 1.6% and 1.3% respectively in September 2016. The recent figures also highlight a fall of 57.14 per cent fall in the youth unemployment count since September 2015. The youth

unemployment figure of 0.1% falls below both regional and national figures, which stand at 1.3% and 1.1% respectively.

12. Data released by the Department of Work and Pensions is published 6 months in arrears - the latest data relates to February 2016. The total number of working age Benefit Claimants continues to fall (a reduction of 7.7% to 9,110 from 9,870 in February 2015). This represents 6.7% of the working age population which is lower than the regional and national figures which are 13.4% and 11.8% respectively. The reduction is predominantly due to a decrease in the number of Out of Work Benefit Claimants (an 8.7% reduction to 7,000 from 7,670 in February 2015) and a slight decrease in the ESA and Incapacity Benefit Claimants (a 1.1% reduction to 5,440 from 5,500 in February 2015).
13. Results from the Business Register and Employment Survey (BRES) for 2015 have been released which show that there has been a 2.2% decrease (from 2014) in the number in employment to 105,900 with the split between the private and public sector employment 81.7% and 18.3% respectively (81.5% and 18.5% in 2014).

Implications

14. There are no financial, human resources, equalities, legal, crime & disorder, information technology, property or other implications associated with this report.

Risk Management

15. The report provides Members with updates on finance and service performance and therefore there are no significant risks in the content of the report.

Recommendations

16. As this report is for information only, there are no recommendations.

Reason: To update the scrutiny committee of the latest finance and performance position.

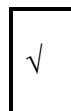
Author:

Patrick Looker
Finance Manager
Tel: 551633

Chief Officer responsible for the report:

Neil Ferris
Director of Economy and Place

**Report
Approved**



Date

9th January 2017

Annex

Annex 1 – Scrutiny Performance Scorecard

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			Previous Years			2016/2017								
			Collection Frequency	2013/14	2014/15	2015/16	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Target	Polarity	DoT	
Air Pollution	PHOF24	% of the population exposed to road, rail and air transport noise of 55 dB(A) or more during the night-time	Five Years	5.04	5.04	5.04	-	-	-	-	-	Up is Bad	Neutral	
		Benchmark - National Data	Five Years	8.01	8.01	8.01	-	-	-	-	-			
		Benchmark - Regional Data	Five Years	6.18	6.18	6.18	-	-	-	-	-			
		Regional Rank (Rank out of 15)	Five Years	6	6	6	-	-	-	-	-			
Benefits	CJGE06	JSA Claimants: % of Working Age Population (16-64)	Monthly	1.60%	0.80%	0.5%	0.40%	0.4%	-	-	-	Up is Bad	Good	
		Benchmark - National Data	Monthly	2.90%	2.00%	1.5%	1.40%	1.3%	-	-	-			
		Benchmark - Regional Data	Monthly	3.80%	2.70%	2.0%	1.80%	1.6%	-	-	-			
		Regional Rank (Rank out of 15)	Monthly	1	1	1	1	1	-	-	-			
	CJGE09	% Total Benefit Claimants (Working Age 16-64)	Quarterly	7.90%	7.30%	6.70%	6.50%	-	-	-	-	-	Up is Bad	Good
		Benchmark - National Data	Quarterly	13.30%	12.50%	11.80%	11.50%	-	-	-	-	-		
		Benchmark - Regional Data	Quarterly	14.90%	14.10%	13.40%	13.10%	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Quarterly	1	1	1	-	-	-	-	-	-		
	CJGE151	JSA and UC (Out of Work) % of working age population (16 - 64)	Monthly	NC	NC	0.70%	0.60%	0.70%	-	-	-	-	Up is Bad	Neutral
		Benchmark - National Data	Monthly	NC	NC	1.90%	1.80%	1.80%	-	-	-	-		
		Benchmark - Regional Data	Monthly	NC	NC	2.30%	2.10%	2.20%	-	-	-	-		
	Business	CJGE23	% of vacant city centre shops	Monthly	6.25%	5.99%	7.70%	7.40%	8.90%	-	-	-	Up is Bad	Bad
CJGE29		Business Deaths	Annual	600	710	665	-	-	-	-	-	Up is Bad	Bad	
		Regional Rank (Rank out of 15)	Annual	4	6	4	-	-	-	-	-			
CJGE30		GVA per head (£)	Annual	24,121	23,977	24,003	-	-	-	-	-	Up is Good	Neutral	
		Regional Rank (Rank out of 12)	Annual	2	2	2	-	-	-	-	-			
CJGE31		Total GVA (£ billion)	Annual	4.88	4.95	5.13	-	-	-	-	-	Up is Good	Good	
		Regional Rank (Rank out of 11)	Annual	11	11	11	-	-	-	-	-			
CJGE32		Business Startups - (YTD)	Monthly	1,155	1144	1012	265	490	-	-	-	Up is Good	Bad	
TOU14	Parliament Street Footfall	Monthly	7,844,253	9,616,941	8,356,697	1,935,838	2,294,159	2,202,754	-	-	Up is Good	Neutral		

Economic Development & Transport Policy & Scrutiny 2016/2017

No of Indicators = 46 | Direction of Travel (DoT) shows the trend of how an indicator is performing against its Polarity over time.
Produced by the Strategic Business Intelligence Hub January 2017

			Previous Years			2016/2017							
			Collection Frequency	2013/14	2014/15	2015/16	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Target	Polarity	DoT
Earnings	CJGE14	Median earnings of residents – Gross Weekly Pay (£)	Annual	526.50	476.90	496.00	-	-	509.6	-	-	Up is Good	Good
		Benchmark - National Data	Annual	517.90	521.10	529.60	-	-	541.0	-	-		
		Benchmark - Regional Data	Annual	479.10	479.00	480.50	-	-	498.3	-	-		
		Regional Rank (Rank out of 15)	Annual	1	9	5	-	-	5	-	-		
	CJGE68	Median earnings of residents - Gross Weekly Pay (£) - Gender Pay Gap	Annual	98.50	98.9	85.1	-	-	120.2	-	-	Up is Bad	Bad
		Benchmark - National Data	Annual	99.3	99.6	98.8	-	-	98.8	-	-		
		Benchmark - Regional Data	Annual	105.9	101.3	98.5	-	-	98.5	-	-		
		Regional Rank (Rank out of 15)	Annual	6	6	5	-	-	10	-	-		
Education	CJGE17	% of working age population qualified - No qualifications	Annual	6.90%	4.80%	4.60%	-	-	-	-	-	Up is Bad	Good
		Benchmark - National Data	Annual	9.40%	8.80%	8.60%	-	-	-	-	-		
		Benchmark - Regional Data	Annual	10.60%	9.80%	9.80%	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	1	2	2	-	-	-	-	-		
Employment	CJGE03	York's unemployment rate below the national	Quarterly	2.00%	1.70%	1.60%	1.60%	-	-	-	-	Up is Good	Neutral
	CJGE05	% of Part time employees	Quarterly	33.80%	31.40%	28.90%	30.00%	-	-	-	-	Up is Bad	Neutral
		Benchmark - National Data	Quarterly	25.60%	25.50%	25.30%	25.40%	-	-	-	-		
		Benchmark - Regional Data	Quarterly	26.70%	26.70%	27.50%	27.70%	-	-	-	-		
		Regional Rank (Rank out of 15)	Quarterly	15	15	11	14	-	-	-	-		
	CJGE71	Employment Rate (Male)	Quarterly	75.00%	77.80%	80.00%	80.90%	-	-	-	-	Up is Good	Good
		Regional Rank (Rank out of 15)	Quarterly	8	4	3	3	-	-	-	-		
	CJGE72	Employment Rate (Female)	Quarterly	71.40%	70.40%	72.10%	72.50%	-	-	-	-	Up is Good	Good
		Regional Rank (Rank out of 15)	Quarterly	2	6	3	4	-	-	-	-		
	emp1	% of working age population in employment (16-64)	Quarterly	73.20%	74.10%	76.00%	76.70%	-	-	-	-	Up is Good	Good
Regional Rank (Rank out of 15)		Quarterly	5	5	3	3	-	-	-	-			

Economic Development & Transport Policy & Scrutiny 2016/2017

No of Indicators = 46 | Direction of Travel (DoT) shows the trend of how an indicator is performing against its Polarity over time.
Produced by the Strategic Business Intelligence Hub January 2017

			Previous Years			2016/2017							
			Collection Frequency	2013/14	2014/15	2015/16	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Target	Polarity	DoT
Highways Maintenance	<u>CES03</u>	% of road and pathway network that are grade 3 (poor condition) - roadways	Annual	16%	NC	19%	-	-	-	-	-	Up is Bad	Bad
	<u>CES04</u>	% of road and pathway network that are grade 3 (poor condition) - pathways	Annual	4%	NC	6%	-	-	-	-	-	Up is Bad	Bad
	<u>CES05</u>	% of Principal roads where maintenance should be considered (NI 168)	Annual	2%	2%	(Avail Mar 2017)	-	-	-	-	-	Up is Bad	Neutral
		Benchmark - National Data	Annual	4%	4%	(Avail Mar 17)	-	-	-	-	-		
		Benchmark - Regional Data	Annual	3%	3%	(Avail Mar 17)	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	1	2	(Avail Mar 17)	-	-	-	-	-		
	<u>CES06</u>	% of Non-principal classified roads where maintenance should be considered (NI 169)	Annual	4%	7%	(Avail Mar 2017)	-	-	-	-	-	Up is Bad	Bad
		Benchmark - National Data	Annual	8%	7%	(Avail Mar 17)	-	-	-	-	-		
		Benchmark - Regional Data	Annual	7%	7%	(Avail Mar 17)	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	3	8	(Avail Mar 17)	-	-	-	-	-		
	<u>CES07</u>	% of Unclassified roads where maintenance should be considered (old BV224b)	Annual	10%	10%	(Avail Mar 2017)	-	-	-	-	-	Up is Bad	Neutral
		Benchmark - National Data	Annual	18%	18%	(Avail Mar 17)	-	-	-	-	-		
		Benchmark - Regional Data	Annual	21%	21%	(Avail Mar 17)	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	2	2	(Avail Mar 17)	-	-	-	-	-		
Housing and Planning	<u>CES13</u>	New Homes Built on Previously Developed Land (%) - (YTD)	Quarterly	83.96%	70.17%	86.25%	NC	-	NC	-	-	Up is Good	Neutral
		Homes Provided on Greenfield Land (Gross) - (YTD)	Quarterly	60	156	161	NC	-	NC	-	-	Neutral	Neutral
		Homes Provided on Brownfield Land (Gross) - (YTD)	Quarterly	314	367	1010	NC	-	NC	-	-	Neutral	Neutral
	<u>CES905</u>	% of major applications determined within 13 Weeks (NPI157a)	Quarterly	73%	81%	81%	86%	100%	-	-	-	Up is Good	Neutral
		Benchmark - Regional Data	Quarterly	77%	81%	81%	88%	87%	-	-	-		

Economic Development & Transport Policy & Scrutiny 2016/2017

Annex 1

No of Indicators = 46 | Direction of Travel (DoT) shows the trend of how an indicator is performing against its Polarity over time.

Produced by the Strategic Business Intelligence Hub January 2017

			Previous Years			2016/2017							
			Collection Frequency	2013/14	2014/15	2015/16	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Target	Polarity	DoT
Housing and Planning	CES910	% of minor applications determined within 8 Weeks (NPI157b)	Quarterly	77%	76%	73%	83%	79%	-	-	-	Up is Good	Neutral
		Benchmark - National Data	Quarterly	70%	70%	75%	79%	81%	-	-	-		
		Benchmark - Regional Data	Quarterly	74%	74%	77%	84%	85%	-	-	-		
	CES911	% of other applications determined within 8 Weeks (NPI157c)	Quarterly	91%	90%	81%	93%	86%	-	-	-	Up is Good	Neutral
		Benchmark - National Data	Quarterly	83%	82%	84%	88%	88%	-	-	-		
		Benchmark - Regional Data	Quarterly	87%	86%	88%	92%	93%	-	-	-		
	CJGE121 a	Average House Price	Monthly	£187,258.27	£200,445	£210,085	£231,001	£241,174	-	-	-	Neutral	Neutral
		Benchmark - National Data	Monthly	£169,016.87	£178,007	£189,901	£224,429	£229,048	-	-	-		
		Benchmark - Regional Data	Monthly	£117,058.29	£120,914	£121,841	£149,706	£151,339	-	-	-		
		Regional Rank (Rank out of 15)	Monthly	1	1	1	1	1	-	-	-		
HM01	Gross Additional Homes Provided - (YTD)	Quarterly	374	523	1171	NC	-	NC	-	-	Up is Good	Good	
Parking	TSS08B	% of tenants who say car parking is a major problem in their neighbourhood	Annual	28.59%	33.78%	29.53%	-	-	-	-	-	Up is Bad	Neutral
	YCC036	Customer Centre Tickets issued - Parking	Monthly	-	18,554	17357	4279	5132	4558	-	-	Neutral	Neutral
	YCC107	YCC Number of calls offered - Parking	Weekly	-	24612	18746	4999	5875	5155	-	-	Neutral	Neutral
Public Transport	CAN031	P&R Passenger Journeys - (LI 3 b) - (YTD)	Monthly	4.45m	4.51m	4.61m (Prov)	1.10m (Prov)	2.28 (Prov)	-	-	-	Up is Good	Good
	CAN032	Local bus passenger journeys originating in the authority area (excluding P&R) - (YTD) (LI 3 a)	Monthly	10.38m	11.09m	11.30m (Prov)	2.73m (Prov)	5.09 (Prov)	-	-	-	Up is Good	Good
	CAN032-A	Passenger journeys on local bus services (Not comparable with CAN031/CAN032 - DfT measure - BUS0109a)	Annual	15.6m	16.2m	16.9m	-	-	-	-	-	Up is Good	Good
	CAN033	% of non-frequent scheduled bus services (fewer than 6 buses per hour) running on time (DfT measure - BUS0902) (LI 22a)	Annual	84%	87%	83%	-	-	-	-	-	Up is Good	Neutral
Road Safety	CES14	Reported number of PEOPLE killed in road traffic accidents (Calendar Year) (LI 13a)	Monthly	0 (2013)	5 (2014)	2 (2015)	0 (Prov)	-	-	-	-	Up is Bad	Neutral
	CES14i	Reported number of PEOPLE killed or seriously injured (KSI) in road traffic accidents (Calendar Year) (LI 13a (i))	Monthly	58 (2013)	75 (2014)	74 (2015)	12 (Prov)	-	-	-	-	Up is Bad	Neutral
	CES16	Reported number of PEOPLE slightly injured in road traffic accidents (Calendar Year) (LI 13c)	Monthly	464 (2013)	508 (2014)	475 (2015)	104 (Prov)	-	-	-	-	Up is Bad	Neutral
	CES17	Reported number of CHILDREN (0-15) killed in road traffic accidents (Calendar Year) (LI 13b)	Monthly	0 (2013)	0 (2014)	0 (2015)	0 (Prov)	-	-	-	-	Up is Bad	Neutral

Economic Development & Transport Policy & Scrutiny 2016/2017

No of Indicators = 46 | Direction of Travel (DoT) shows the trend of how an indicator is performing against its Polarity over time.
Produced by the Strategic Business Intelligence Hub January 2017

			Previous Years			2016/2017							
			2013/14	2014/15	2015/16	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Target	Polarity	DoT	
Sustainable Travel	<u>CAN030</u>	The number of businesses signed up to the Eco Stars fleet recognition scheme	Annual	34	52	66	-	-	-	-	-	Up is Good	Good
	<u>CES26</u>	Index of cycling activity (AM Peak) from 2009 Baseline (4,525) (Calendar Year) (LI 2a(ii))	Annual	123% (2013)	131% (2014)	124% (2015)	-	-	-	-	-	Up is Good	Neutral
	<u>CES27</u>	Index of cycling activity (PM Peak) from 2009 Baseline (4,049) (Calendar Year) (LI 2b(ii))	Annual	125% (2013)	127% (2014)	121% (2015)	-	-	-	-	-	Up is Good	Neutral
	<u>CES28</u>	Index of cycling activity (12 hour) from 2009 Baseline (28,127) (Calendar Year) (LI 2c(ii))	Annual	126% (2013)	130% (2014)	124% (2015)	-	-	-	-	-	Up is Good	Neutral
	<u>CES33</u>	Index of pedestrians walking to and from the City Centre (12 hour in and out combined) from 2009/10 Baseline (37,278) (LI 1 (vii.i))	Annual	106%	107%	109%	-	-	-	-	-	Up is Good	Good
	<u>CES34</u>	% of customers arriving at York Station by sustainable modes of transport (cycling, walking, taxi or bus - excluding cars, Lift, Motorcycle, Train) (LI 4a)	Annual	73%	68%	68%	-	-	-	-	-	Up is Good	Neutral

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**Economic Development and Transport Policy
and Scrutiny Committee****18 January 2017**

Report of the Corporate Director for Economy and Place

Update Report on Wage Data**Summary**

1. This report provides an overview of latest available wage data for York for consideration by the Economic Development & Transport Policy & Scrutiny Committee (EDAT), including key trends and issues of note.
2. It specifically includes:
 - A summary of the most recent average earnings data, as well as variations between different groups (full time, part time, male and female)
 - Analysis of key issues
 - Exploration of possible policy responses

Background

3. It was resolved at the meeting of 19 January 2016 that a report on wages would be brought to EDAT in January 2017 in line with annual national data releases.

Consultation

4. As a report on national data for the committee, consultation is not applicable in this instance. Nevertheless, on the issues surrounding the report e.g. low wages, there has been broad consultation with businesses, Members and other stakeholders through York's Economic Strategy which, among other things, seeks to determine actions which will help raise wages in the City.

Options

5. EDAT Members can:

- a) Note the latest wage data and the potential implications for York
- b) Consider if they wish to reflect on current policy responses to address issues around wages, and whether more, or different, interventions should be recommended by the Committee to the Council's Executive
- c) Give continued support to actions outlined in the Economic Strategy actions aimed at raising wages in the city.

Analysis

Economic context

6. York is generally perceived as a prosperous City with a resilient economy, as well as being a desirable place to live, work and do business.
7. York has excellent employment levels, with very low levels of claimants accessing Job Seekers Allowance (JSA). November figures show the JSA Claimant count for York in November 2016 is 560. This represents 0.4% of the working age population. The region stands at 1.5% and GB at 1.2%.
8. It has a number of economic strengths:
 - **A highly educated workforce** (over 40% with a degree or equivalent), with a continuous supply of new talent from the city's universities and colleges
 - **A key hub on the UK's rail network**, less than 2 hours from London and with direct connections to every major city economy in England and Scotland
 - York is regularly recognised as **one of the most desirable cities to live in the UK**, making it an attractive place for talent, and therefore business
 - **7 million visitors a year** support a large tourism sector, a more resilient city centre and strong brand recognition internationally
 - **Consistently one of the lowest unemployment rates in the UK**: this is good for residents, and also for businesses recruiting people with good record of work

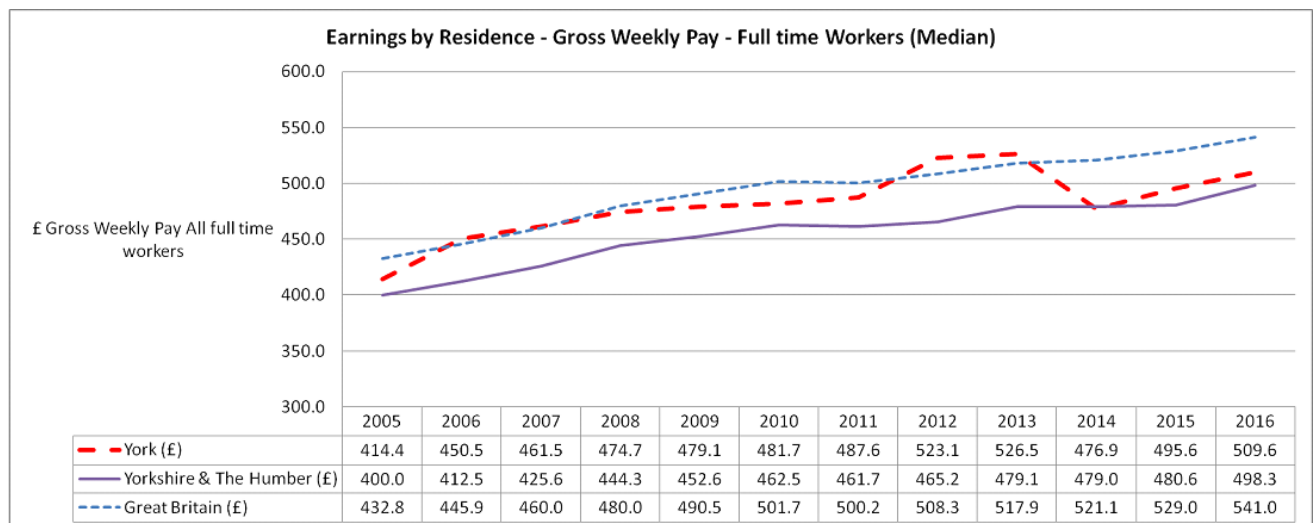
- **World-leading industrial biotech + agri-food research**, major centres of excellence, plus a 'pipeline' of graduates from top bioscience departments
 - **Larger than average insurance and rail sectors** with key employers located in the city
 - **Ahead of the curve on digital infrastructure** with widespread 1gbit/sec fibre connections possible from 2015
9. The city's Economic Strategy acknowledges a number of challenges:
- **Lack of available land and good quality city-centre office space** means it is harder to attract new companies or retain growing businesses, especially ones providing the best jobs.
 - **A skew towards lower productivity sectors** means there are more people on lower wages with poorer chances of progressing to better paid jobs, and there is less money flowing in York's economy
 - **Congestion**, especially around Northern outer ring road, provides a problem for businesses located or travelling in this part of the city; and a lack of demand for business premises there
 - The cost of **owning or renting housing** in York is one of the highest regionally especially in relation to average wage levels.
10. These factors should be taken into consideration when understanding wage data and the Council's response to any particular issues arising.

Overall Wages

What does the data tell us?

11. According to the ONS, the average median weekly salary in York is £509.60 per full time employee. This is 2.2% higher than the regional average of £498.30, but 8.6% lower than the national average of £541.00.
12. Regionally, this places York fifth best out of 22 regional local authorities.

13. The below graph shows the trend over the last 11 years against Yorkshire & Humber and Great Britain averages.



14. The above figures are for York residents regardless of where their workplace is located. The majority of York residents also work in the city though, so the same trends are also reflected in workplace based earnings (e.g. people employed by York businesses who may or may not also live in the city).
15. In relation to the distribution of wages between those who earn and lower earners, the difference between the median gross weekly pay and 25 percentile is £128.30. This is slightly less than the national average where the difference between median gross weekly pay and the 25 percentile was £150, and the regional average for Yorkshire and Humber was £132.80. In other words, while overall the median wage in York is lower than the national average, lower earners do not necessarily earn any less in York than their national counterparts.

Why are average wages lower in York than the national average?

16. Wages in the Yorkshire & Humber and the North of England are lower than the national average in general. However given York's economic assets outlined above, it would be reasonable for the city to aspire to average wages closer to, or even in excess of, national figures. There are also a number of areas in the region which outperform York, for example Leeds and Harrogate.
17. There is no evidence to suggest employees in York are being paid less for doing the same job than their national counterparts, rather

lower figures are largely a reflection of the types of jobs and business sectors in York.

18. The below table outlines the size of York sectors in comparison with the national average, and their relative wage levels. As can be seen, in York, there are fewer jobs in sectors paying higher wages, and more jobs in sectors paying lower wages than the national average.¹²:

Sector	% of population employed in York	% of population employed nationally	Total share	Wages value (banding)	Median gross hourly wage ³
Tourism	13%	7%	35%	Low: median wages nationally below £10 per hour	£7.50
Retail and wholesale	16%	15%			£9.25
Admin and support services	6%	8%			£9.60
Health and Social Care	15%	12%	42%	Medium: median wages nationally £10 - £15 per hour	£12.28
Land Transport, Storage and Post	8%	5%			£12.33
Manufacturing	4%	8%			£13.23
Construction	4%	6%			£13.33
Education	11%	9%			£14.29
IT, Digital, Creative and Media	3%	3%	Below 16%	High: median wages nationally above £15 per hour	Information & Communication £18.07
Professional and Financial Services	12%	14%			Professional services £16.13 Finance & Insurance £18.18
Bioscience, R&D	<1%	No like for like			£19.82

19. Therefore policy responses to improve wages should centre around both accelerating and removing barriers to high value sector growth, and supporting and enabling progression for those in lower value sectors.

¹ Source: 2014, BRES and Annual Survey of Hours and Earnings, Office for National Statistics

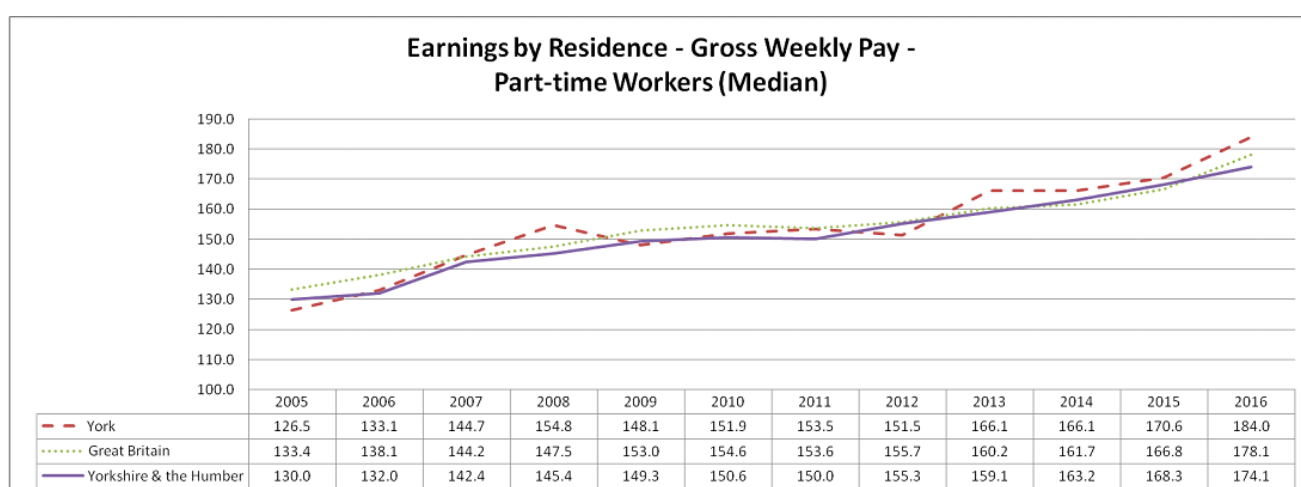
² % of population employed nationally taken from ONS Labour Market Statistics, 14/12/2016, A01, Table 6. N.B. In the table 'Professional and Scientific' services and 'Financial and insurance' are combined. The sector share for these are 9.54% and 3.16% respectively.

³. Taken from Industry (4 digit SIC) – ASHE: Table 16.5a: Hourly pay – gross 2016. Provisional

Breakdown by particular groups - What does the data tell us?

Full time/ part time

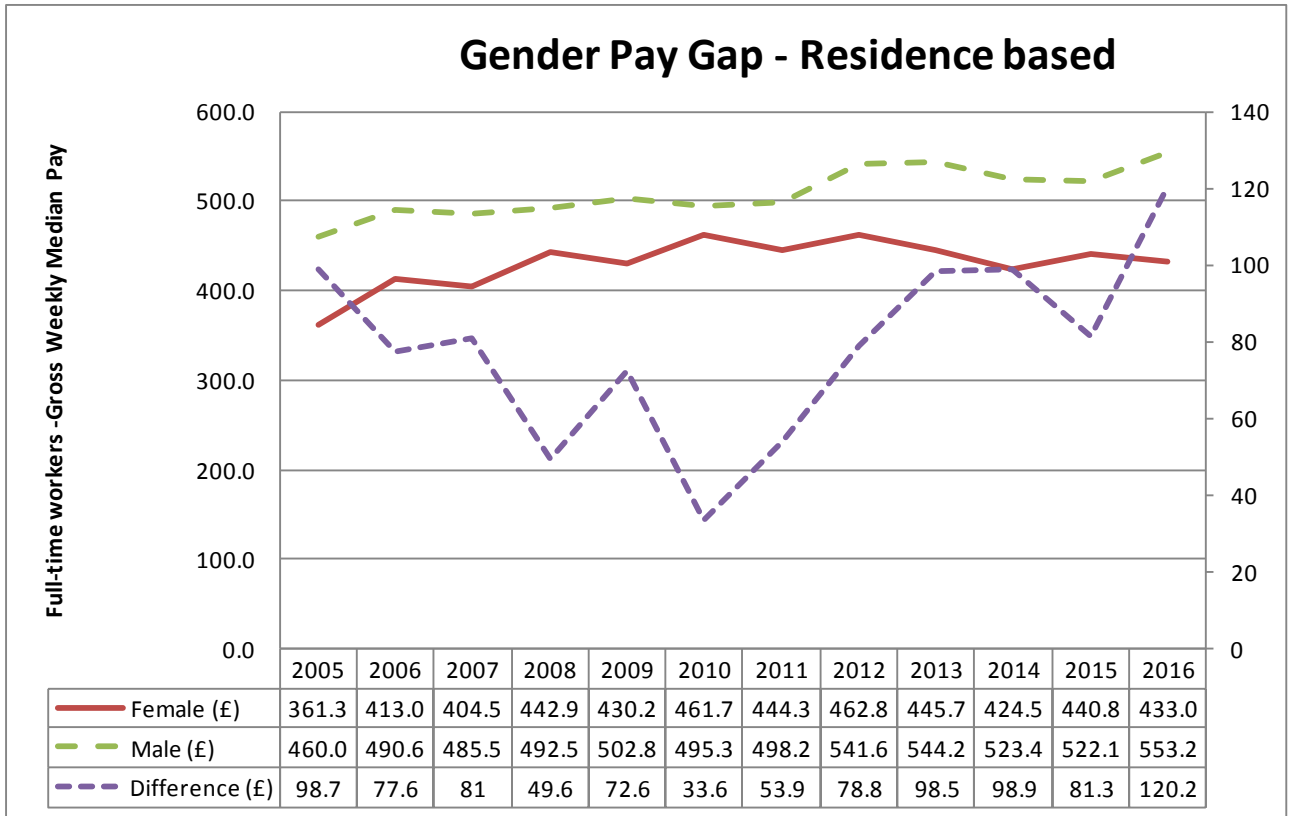
20. Nationally, employees who work part time earn less both overall and per hour than those who work full time. This trend in York is the same, and part-time earnings in York have remained very close to the national pattern over a number of years.
21. Part-time workplace data shows employees in York earn £184 per week, in comparison with £177.60 and £173.80 per week for national and regional figures respectively.



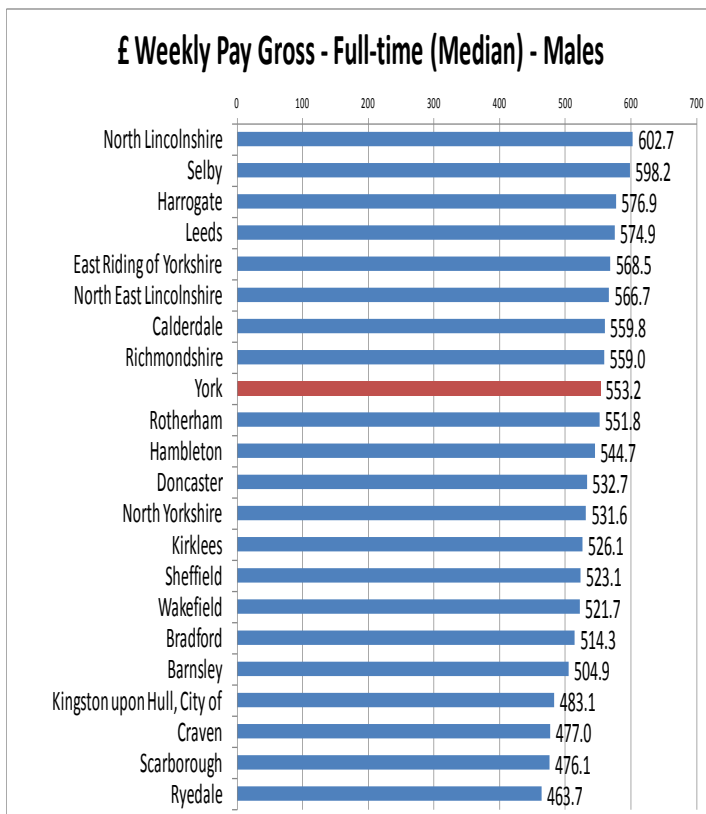
22. Residents who work part time earn £3.53 less per hour than those who work full time, £9.43 per hour in comparison to £12.96 per hour. This is in keeping with national and regional trends. However the difference is slightly less accentuated in York with national part time wages averaging £8.91 per hour, 62 pence less than in York.

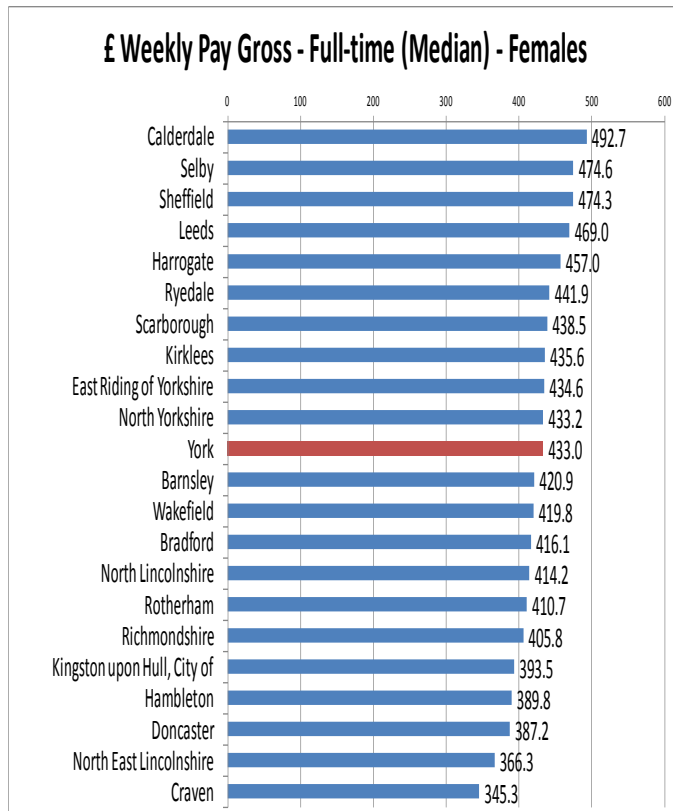
Male/ Female

23. Given that considerably more women work part time than men, it follows that this is one of the factors which impacts the differences between overall pay between men and women. In addition to this though, it is helpful to compare 'like-for-like' in terms of full time male salaries against full time female salaries to understand any trends.
24. As highlighted by the below graph, on average full time female employees earn £120.20 less than full time male employees. This medium term trend has seen this difference increase in recent years.



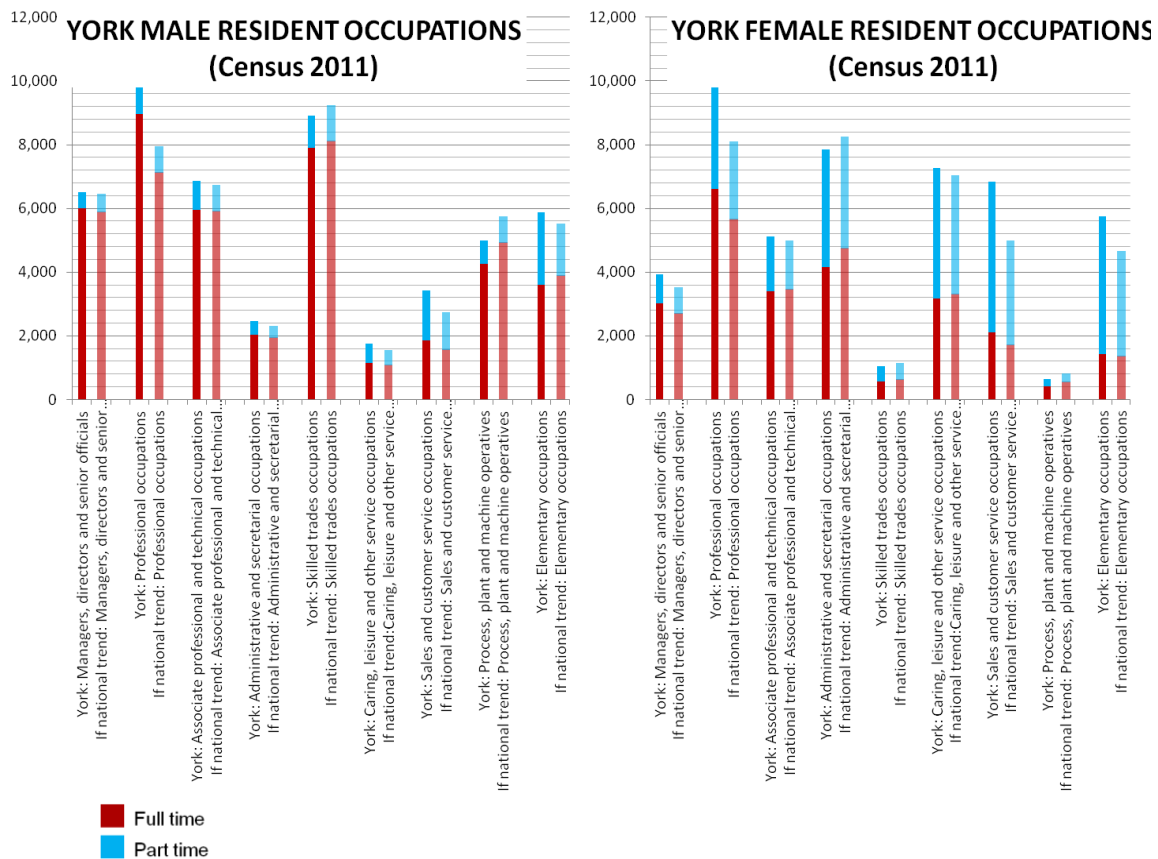
25. By residence, the gender gap nationally is £100, and regionally it is £108, in both instances females are worse off than their male counterparts.





What might be the reasons for these trends?

26. These are national rather than York specific trends, with national average wages for both female and part time employees less than male or full time employees respectively.
27. Nevertheless, in relation to York, we know there is correlation between the occupations more prevalent for part time workers and women, and their relative wages.
28. The different roles filled by males and females is illustrated in the Census data below, with more men in Manager/ Director roles, for example, and many more females in the Caring and Sales categories which on average earn lower wages.



29. This is not to say that this is the whole issue, but there is not the data to be able to draw conclusions on salaries by gender within occupations at a York level.
30. As a nationally recognised trend, there is plenty of research on the gender pay gap, all offering different reasons and rationale, with correspondingly broad solutions to the issue.
31. For example, a Deloitte Study in 2016 stated that, based on current salary progression 'the hourly pay gap between men and women of 9.4%, or about £1.30 was narrowing by just two and a half pence per year.' One of the solutions offered was to encourage more female students into careers such as medicine, dentistry, engineering and technology where there was no starting salary gap, as well as encouraging more female students into 'STEM' careers; science, technology, engineering and mathematics.
32. Forbes counters the Deloitte findings with the suggestion that the gap actually may never close because it is as a result of the sectors in which people opt to work, family choices and primary childcare.
33. These arguments are as diverse as they are plentiful, but highlight the range of possible, but untested, interventions to choose from. Therefore, at a York level, bespoke research would be required, and

investment made to do so, to understand the issue further, and whether it is for voluntary reasons that female residents are working part time or in particular roles, or if there are particular barriers to higher value jobs. Following this, more specific interventions tackling the root causes could be considered, otherwise policy responses may be ineffective.

Possible policy responses to the issues

34. It is important to understand many of the drivers around pay, both overall and for particular groups, lie with private sector or national Government rather than the Council. There are things we can do as an authority, but there is also a limit to our powers, therefore, interventions should be focussed where the Council specifically has the decision making powers and influence to make most difference.

Raising average wages

35. York's economic strategy sets out key actions for city partners to help create the right environment for high value sectors and well paid jobs in the city, and it is these activities which should continue to be our primary focus to address the issues in question. Specifically these are:
 - *Deliver York Central Enterprise Zone + high speed hub:* available business accommodation is a key barrier for inward investment and indigenous business growth within high value business sectors. This new development will offer quality City Centre accommodation to meet business demand and enable new inward investment opportunities which are current difficult for the city to meet
 - *Deliver a Local Plan that supports a high value economy:* again, to ensure there is a clear plan and market confidence to achieve business space of sufficient quality in locations the market is demanding to encourage high value jobs. As well as this, the plan should ensure provision for the housing need to support this so that people who work in the City can also afford to own a home here, while balancing the need to protect the natural environment and character of the City
 - *Take practical steps to develop and retain talent in the city e.g. SME graduate brokerage:* York's pipeline of graduate and apprenticeship talent is essential to its economic vibrancy, and particularly within higher value jobs which can be harder for

SMEs to recruit to, so there is more that can be done to signpost and match up opportunities and talented people.

- *Drive real University and research-led business growth in key sectors such as agri-tech and biosciences:* through collaborative work with partners in the city to build on the leading research assets we have and translate this into real business opportunities, and support indigenous SME growth and relocation of businesses
- *Lobby for investment in key transport networks:* to support an infrastructure which enables excellent movement of people and goods between York and other cities in the UK, and within York itself, and as such a conducive environment for high value business
- *Use local business rate freedoms to encourage high value growth:* as proposed national policy on local retention of business rates comes into effect, this becomes a major lever available to the Council to achieve its policy outcomes, so further consideration should be given once there is more detail on how this will work at a national level.

Supporting and enabling progression for those on low pay, particularly women and part time workers

36. To support and enable progression for those on low pay, particularly women and part time workers, there are a range of policy options which could be explored, have been undertaken in York or taken forward by other cities. For example:
- Leading by example in the Council's employment practices e.g. living wage, flexible working, targeted leadership programmes
 - Introducing programmes of mentoring and support for progression for particular groups on lower pay
 - Boosting and subsidising childcare provision for particular groups
 - Targeted in-work training and education, or apprenticeship programmes
 - Use of business rate freedoms to encourage good employment practices

- Targeted careers education advice and guidance, and encouraging 'STEM' careers (science, technology, engineering and mathematics) to raise aspirations

37. Some of the above would require significant investment and full business cases would need to be developed. Therefore, given there is limited intelligence on reasons, aspirations and barriers for access to higher value jobs for part time employees and women in York, further research on understanding the issue would ideally need to be commissioned first in order to design effective interventions to tackle the right issues and make a genuine difference.

Council Plan

38. This report supports the following corporate priority for the Council, as set out in the Council Plan

Prosperous city for all - where local businesses can thrive and residents have good quality jobs, housing and opportunities

Implications

- **Financial** – Financial implications of wage levels are made clear in the report above.
- **Human Resources (HR)** – There are no HR implications for this report.
- **Equalities** – The Equalities implications on equal pay between men and women, and for part-time employees are set out in the report above.
- **Legal** – There are no legal implications for the Council in this report.
- **Crime and Disorder** – There are no implications for this report.
- **Information Technology (IT)** – There are no implications for this report.
- **Property** – There are no implications for this report.
- **Other** – There are no other known implications for this report.

Risk Management

39. As set out in this report, the primary risks relate to failing to address the wage issues highlighted.

Recommendations

40. The Committee is asked to:

- a) Note the content of this report and consider if it wishes to reflect on current policy interventions to address issues around wages, and whether more, or different interventions, should be recommended to the Council’s Executive

Reason: So that Members are aware of key trends in relation to York’s economy and wages of residents, and are able to implement suitable policy interventions if necessary.

- b) Give continued support to actions outlined in the Economic Strategy actions aimed at raising wages in the city

Reason: To continue to encourage and stimulate economic growth for the City alongside partners.

Contact Details

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**Chief Officer Responsible for the
report:**

Neil Ferris,
Corporate Director, Economy and Place

**Report
Approved**

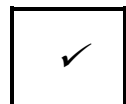


Date 09.01.2017

Specialist Implications Officer(s) - Not applicable

Wards Affected:

All



For further information please contact the author of the report

Background Papers:

Economic Strategy for York, 2016 – 2021, launched in summer 2016

Source data:

IHS Markit Living Wage Research for KPMG 2016 Report

<https://www.gov.uk/national-minimum-wage-rates>

ASHE data (Annual Survey of Hours and Earnings)

BRES data (Business Register and Employment Survey)

Office for National Statistics

NOMIS Official Labour Market Statistics

Annexes

Annex 1 – ASHE Briefing October 2016

Abbreviations

ASHE – Annual Survey of Hours and Earnings

BRES – Business Register and Employment Survey

EDAT – Economic Development & Transport Policy & Scrutiny Committee

GVA – Gross Value Added.

JSA – Job Seekers Allowance

ONS – Office of National Statistics

R&D = Research and Development

SME – Small and Medium-sized Enterprises

STEM – Science, Technology, Engineering & Mathematics

UC = Universal Credit

The survey provides data on levels, distribution and make-up of earnings and hours worked for UK employees by sex and full-time/part-time status in all industries and occupations.

Summary of release:

Median Gross Weekly Pay by Workplace:

Full Time:	York:	2.18% increase to £505.40
	National:	2.21% increase to £540.20
	Regional:	2.49% increase to £498.30

Pay Gap:	York:	0.45% increase to £133.80
	National:	0.67% increase to £150.00
	Regional:	0.76% increase to £132.80

Part Time:	York:	8.27% increase to £171.50
	National:	10.11% increase to £177.60
	Regional:	7.02% increase to £173.80

Median Gross Annual Pay by Workplace:

Full Time:	York:	1.92% increase to £26,114
	National:	2.20% increase to £28,291
	Regional:	3.06% increase to £25,964

Median Gross Hourly Rate by Workplace:

Full Time:	York:	3.19% increase to £12.94
	National:	2.24% increase to £13.70
	Regional:	2.28% increase to £12.56

Median Hours Worked by Workplace:

Full Time:	York:	0.00% increase to 37.50
	National:	Remained the same at 37.50
	Regional:	Remained the same at 37.50

Please note the above figures for York all contain a margin of error of at least +/- 4.4%. This could explain some of the discrepancies between changes in hourly pay and weekly pay figures.

York overall picture:**Earnings by Workplace**

The median gross weekly pay for £495.40

This is an increase of 2.18% since 2015 when the median gross pay was £494.60.

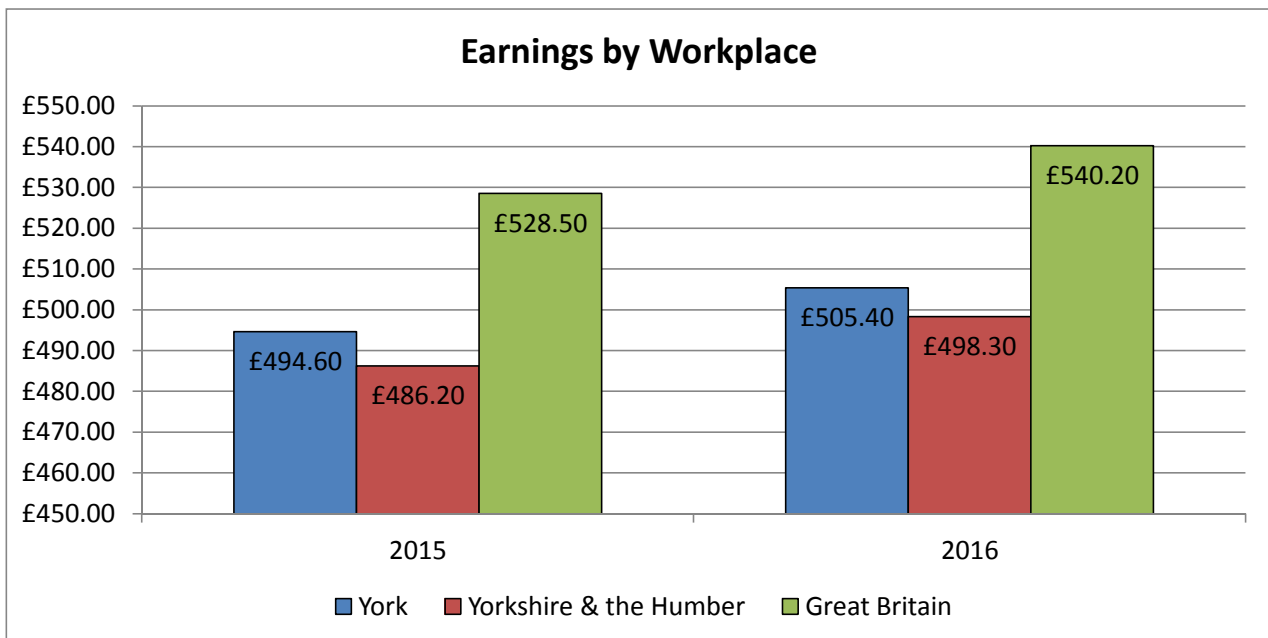
The median gross weekly pay for Yorkshire & the Humber has increased by 2.49% from £486.20 to £498.30.

The median gross weekly pay for Great Britain has increased by 2.21% from £528.50 to £540.20.

There has been a reduction in the difference between York and Great Britain from -7.24% to -6.78%.

There has been a decrease in the difference between York and Yorkshire and the Humber from 1.70% to 1.40%.

York is ranked 4/22 in the region (up from 6/22 in 2015) with Leeds ranked the highest with the median gross weekly pay of £532.20 and Richmondshire ranked the lowest with a gross weekly pay of £445.00.



Earnings by Residence

The median gross weekly pay for 2016 is £509.60.

This is an increase of 2.82% since 2015 when the median gross pay was £495.60.

The median gross weekly pay for Yorkshire & the Humber has increased by 3.68% from £480.60 to £498.30.

The median gross weekly pay for Great Britain has increased by 2.27% from £529.00 to £541.00.

There has been a reduction in the difference between York and Great Britain from -8.79% to -6.77%.

There has been a decrease in the difference between York and Yorkshire and the Humber from 3.03% to 2.22%.

York is currently ranked 7/22 in the region (up from 8/22 in 2015) with Selby ranked the highest with the median gross weekly pay of £549.40 and Craven ranked the lowest with a gross weekly pay of £413.10.

Full Time pay for Males

The median gross weekly pay for 2016 is £562.00.

This is an increase of 2.00% since 2015 when the median gross pay was £551.00.

The median gross weekly pay for Yorkshire & the Humber has increased by 2.75% from £527.00 to £541.50.

The median gross weekly pay for Great Britain has increased by 1.86% from £570.00 to £580.60.

York is ranked 5/22 in the region (down from 4/22 in 2015) with North Lincolnshire ranked the highest with the median gross weekly pay of £602.00 and Scarborough ranked the lowest with a gross weekly pay of £455.60.

Full Time pay for Females

The median gross weekly pay for 2016 is £429.50.

This is an increase of 0.59% since 2015 when the median gross pay was £427.00.

The median gross weekly pay for Yorkshire & the Humber has increased by 1.75% from £427.40 to £434.90.

The median gross weekly pay for Great Britain has increased by 2.17% from £470.60 to £480.80.

York is ranked 9/22 in the region (Down from 5/22 in 2015) with Leeds ranked the highest with the median gross weekly pay of £479.20 and Craven ranked the lowest with a gross weekly pay of £361.90.

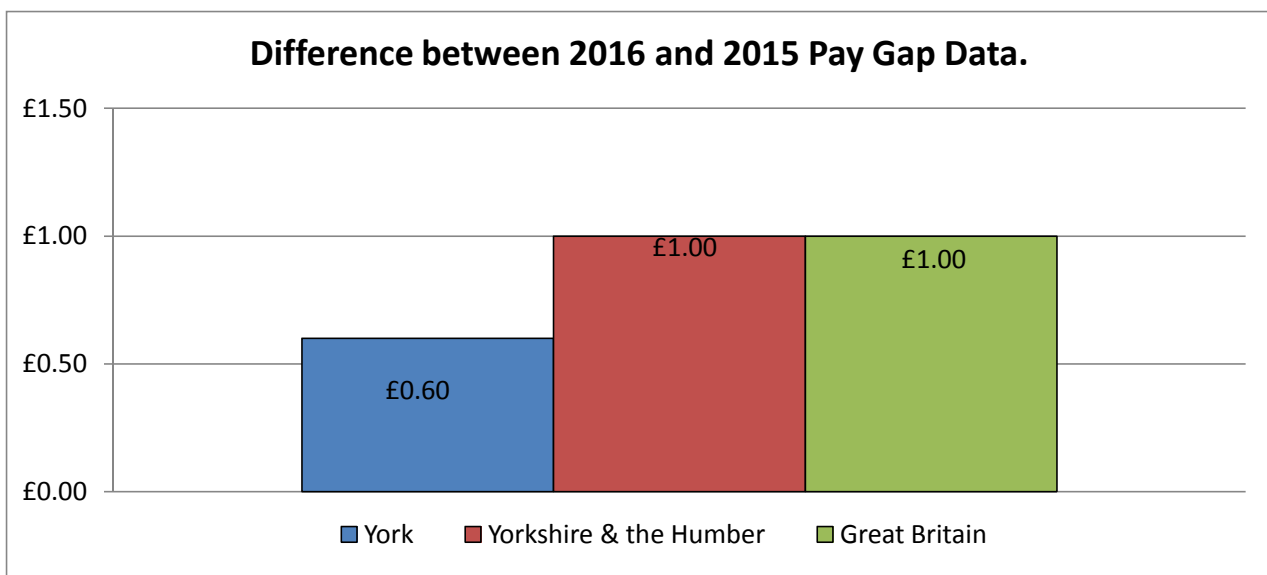
Pay Gap Data

The difference between the median gross weekly pay and 25 percentile for 2015 is £128.30

This is an increase of 0.45% since 2015 when the difference between the median gross weekly pay and 25 percentile was £133.20.

The difference between the median gross weekly pay and 25 percentile for Yorkshire & the Humber has increased by 0.76% from £131.80 to £132.80.

The difference between the median gross weekly pay and 25 percentile for Great Britain has increased by 0.67% from £149.00 to £150.00.



Part Time Earnings

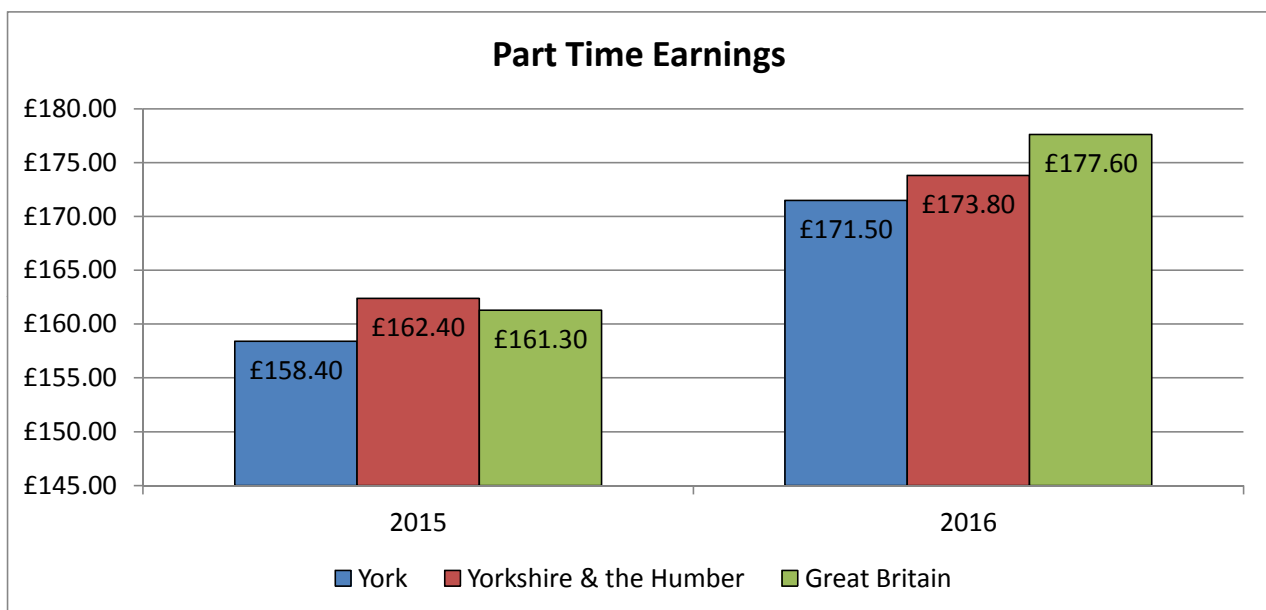
The median gross weekly pay for 2016 is £171.50.

This is an increase of 8.27% since 2015 when the median gross pay was £158.40.

The median gross weekly pay for Yorkshire & the Humber has increased by 7.02% from £162.40 to £173.80.

The median gross weekly pay for Great Britain has increased by 10.11% from £161.30 to £177.60.

York is ranked 10/20 in the region (Up from 14/20 in 2015) with Bradford ranked the highest with the median gross weekly pay of £204.50 and Craven ranked the lowest with a gross weekly pay of £112.40. (Richmondshire and Ryedale are excluded as the estimates are considered unreliable).



Annual Pay

The median gross annual pay for 2016 is £26,114.

This is an increase of 1.92% since 2015 when the median gross annual pay was £25,622.

The median gross annual pay for Yorkshire & the Humber has increased by 3.06% from £25,194 to £25,964.

The median gross annual pay for Great Britain has increased by 2.20% from £27,682 to £28,291.

York is ranked 7/22 in the region (Down from 6/21 in 2015) with North Lincolnshire ranked the highest with the median gross annual pay of £28,354 and Ryedale ranked the lowest with a gross annual pay of £23,086. (Barnsley is excluded as the estimate is considered unreliable).

Hourly Rate

The median gross hourly rate for 2016 is £12.94.

This is an increase of 3.19% since 2015 when the median hourly rate was £12.54.

The median hourly rate for Yorkshire & the Humber has increased by 2.28% from £12.28 to £12.56.

The median hourly rate for Great Britain has increased by 2.24% from £13.40 to £13.70.

York is ranked 4/22 in the region (no change from 2015) with Leeds ranked the highest with the median hourly rate of £13.75 and Ryedale ranked the lowest with an median hourly rate of £11.06.

Median Hours Worked

The median hours worked for 2016 is 37.50.

This is an increase of 0.00% since 2015 when the median hours worked was 37.50.

The median hours worked for Yorkshire & the Humber has not changed.

The median hours worked for Great Britain has not changed.

York is ranked 14/22 in the region (no change from 2015) with Ryedale ranked the highest with the median hours worked of 40.00 and Bradford ranked the lowest with median hours worked of 37.50.



**Economic Development and Transport Policy
and Scrutiny Committee**

18th January 2017

Report of the Director of Economy and Place

York Central – West Yorkshire Transport Fund (WYTF)

1. This report provides a summary on the Council's commitment to join the West Yorkshire Transport Fund (WYTF) and to use this funding to deliver access on to the York Central site.

Background

2. York Central is a 72 hectare (ha) area of land adjacent to the railway station and is one of the largest brownfield sites in northern England. It provides a huge opportunity for regeneration providing new homes and Grade A commercial office space. The site is identified in the Local Plan for residential development of up to 1,500 dwellings and 80,000 sqm floor space of high quality grade A office.
3. Informal public consultation to guide regeneration of the York Central site took place in early 2016 through the 'Seeking Your Views to Guide Redevelopment' document. A York Central Community Forum has been established to engage with and represent the views of the local community as the site progresses. All this work will inform the development of a partnership planning strategy. Work to establish the partnership, assemble the land and put in place appropriate funding arrangements is ongoing.
4. The West Yorkshire Combined Authority (WYCA) is formed from the five West Yorkshire Districts constituent members (Bradford, Calderdale, Kirklees, Leeds and Wakefield). York is formally recognised as a non constituent member of the West Yorkshire Combined Authority within the statutory instrument that established that authority. By virtue of a decision made by the Authority, York has voting rights at meetings of the Authority. York also has representation and voting rights on several of the Authority's committees including the

West Yorkshire and York Investment Committee which advises the Authority on matters relating to economic and transport led regeneration. The Combined Authority assumed the powers of the former Integrated Transport Authority and is therefore responsible for concessionary fares and bus schemes for the West Yorkshire districts while the City of York Council retains those powers in this area.

5. In November 2016 the Executive formally decided to join the West Yorkshire Transport Fund to enable Capital Funds to be released to undertake delivery of York's two primary strategic major Transport Projects namely roundabout improvements on York Outer Ring Road and York Central Access Road and Station Gateway.
6. The November report identified the risks of joining the fund but also set out a number of mitigations that have been proposed. It also sets out the need to set funds aside to fund the levy that will support the cost of the investment.
7. Executive agreed to recommend to council and Council subsequently agreed on 15 December 2016:
 - To agree to formally join the West Yorkshire Transport Fund.
 - To accept the financial liability that arises from joining the fund and to note that future increases in the levy would represent as unavoidable additional cost in future budgets. The precise figures cannot be determined at this stage but will be within the parameters identified in this report which estimates an increase from the budgeted contribution of £500k per annum to £1m to £1.5m per annum in 2025.
 - To delegate to the Deputy Chief Executive/Director of Customer and Corporate Services the finalisation of the legal agreement in Consultation with the Leader of the Council, the Deputy Leader of the Council and the Finance Portfolio holder
8. In summary the WYTF is a £1bn programme of major transport improvements across West Yorkshire and York. The fund is supported by Local Growth Fund allocations and devolved major scheme DfT funding with a balance of circa 20% funded from Local Authority contributions. The York Central Access and Station Gateway scheme along with improvements to the Outer Ring Road are the two most significant York schemes included in the Fund.

9. The original WYCA programme management methodology has 4 stages (note: the process is currently being updated by WYCA).
 - Gateway 1 – Project Initiation
 - Gateway 2 – Outline Business Case
 - Gateway 3 – Funding Approval
 - Gateway 4 – Delivery
10. The York Central Access Scheme has been given Gateway 1 approval by WYCA subject to York formally joining the fund. This was based upon an early potential access route off Holgate Road but the actual access route has not yet been decided. Further development of the project will now be progressed as part of the York Central masterplanning work, using funding allocated to the York Central Scheme.
11. At each Gateway stage as more detail is determined the scope and cost estimates for the schemes are reviewed. In addition, as the timetable for delivery becomes clearer, an allowance for inflation is included to provide estimated outturn costs.
12. At current year prices the total York Central Access Scheme was projected to cost £45m predicated upon CYC using £33m of WYTF funding and £12m of local funds. The project was split into 2 main elements: An access route from the local road network (including bridge over the rail lines), the main crescent road and an access to the rear of the railway station (£27.5m) and the demolition of the Queen St Bridge and the creation of an improved transport interchange at the front of the station (£17.5m). The current expectation is that the WYTF York Central Access funding would be spent by the end of 2021/22
13. York Central Partnership (formed by Network Rail, City of York Council, National Railway Museum, Homes and Communities Agency) have commissioned detailed master planning work which is currently underway. This will involve reviewing potential access options and evaluating social, economic and environmental impacts before undertaking further pre application consultation ahead of any planning applications coming forward. This work may lead to a further submission during 2017 to WYTF of a revised project initiation at Gateway 1.
14. In addition to the work undertaken by the York Central partnership, CYC are working with Network Rail, Transport for the North and Virgin Trains East Coast to undertake an assessment of the future rail requirements of the station and develop proposals for the expansion

and regeneration of the station which will provide a new gateway to the city and to York Central. This work will be integrated with the York Central masterplan.

15. A new role has been created to oversee the delivery of the WYTF schemes and a Major Transport Project Manager will join us in March 2017. Additional resource requirements are now being considered and a comprehensive resource plan is being draw together to ensure that CYC can both co-ordinate the scheme delivery and operate its statutory highways and planning functions to respond in a timely fashion to the demands of the York Central project
16. Further reports will be brought back to Executive to agree a Partnership Agreement with the other York Central Partnership and to agree to the commitment of any further funding for the project.

Consultation

17. The requirement for the infrastructure for York Central is a key element of the city's Local Plan which has been the subject of significant public consultation. Specific consultation exercises will be undertaken as the individual elements of the project are progressed.
18. The progress of scheme delivery and the drawing down of funds will be dependent on appropriate decision making by both CYC Executive and WYCA Investment Committee following Gateway reviews.

Council Plan

19. The investment in the Major Transport Schemes is important in order to support the Council Priority "A prosperous city for all". Identified within the plan was that the council will "work to ensure York gets the best deal from regional partners, including in relation to investment in Transport Infrastructure. The investment will also
 - a. Deliver infrastructure necessary for the Local Plan housing aspirations
 - b. Reduce congestion so Local business can thrive
 - c. Provide efficient and affordable transport links to enable residents and businesses to access key services and opportunities.

Recommendation

20. Members are asked to note the contents of this report.

Reason: To ensure that the committee is kept updated on progress with the York Central Project.

Contact Details

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**Chief Officer Responsible for the
report:**

Neil Ferris –Corporate Director of
Economy and Place

Wards Affected: Holgate, Micklegate

All

Background papers

Funding Major Transport Projects – West Yorkshire Transport Fund – Exec
report 24th Dec 2016

For further information please contact the author of the report

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Economic Development & Transport Policy & Scrutiny Committee Work Plan 2016/17

Meeting Date	Work Programme
29 June 2016	<ol style="list-style-type: none"> 1. Attendance of Executive Member for Economic Development & Community Engagement to explain his challenges and priorities for the coming year 2. Attendance of Executive Member for Transport & Planning 3. Draft Work Plan 2016/17 including ideas for potential topics for review in this municipal year
20 July 2016	<ol style="list-style-type: none"> 1. Attendance of Executive Member for Environment 2. End of year Finance & Performance Monitoring report 3. Interim Report of Grass Verges Scrutiny Review 4. Feasibility Report on impact of arts and culture sectors on the economy of York. 5. Work Plan 2016/17
7 Sept 2016	<ol style="list-style-type: none"> 1. Attendance of Executive Member for Housing & Safer Neighbourhoods 2. Attendance of York Business Improvement District (BID) manager 3. Final report of Grass Verges Scrutiny review 4. 1st Quarter Finance & Performance Monitoring report. 5. Update report on impact of arts and culture sectors on the economy of York 6. Feasibility report on modal shift in transport in the city 7. Work Plan 2016/17
14 Nov 2016	<ol style="list-style-type: none"> 1. Make It York half-year update report 2. Update report on Universal Credit 3. Six Monthly Update report on Major Projects including: <ul style="list-style-type: none"> • Major Developments within the city • Major Transport Initiatives 4. Work Plan 2016/17

18 Jan 2017	<ol style="list-style-type: none"> 1. 2nd Quarter Finance & Performance Monitoring Report 2. Update report on Wage data. 3. Update Report on York Central project 4. Guild of Media Arts presentation. 5. Work Plan 2016/17
8 March 2017	<ol style="list-style-type: none"> 1. 3rd Quarter Finance & Performance Monitoring Report. 2. Update Report on Southern gateway 3. Update report on modal shift in transport in the city 4. Update report on Implementation of recommendations from Grass Verges Scrutiny Review. 5. Work Plan 2016/17
10 May 2017	<ol style="list-style-type: none"> 1. Annual Report from the managing Director of Make it York 2. Six Monthly Update report on Major Projects including: <ul style="list-style-type: none"> • Major Developments within the city • Major Transport Initiatives 3. Draft Work Plan 2017/18

Late 2017: Update report on the implementation of Universal Credit in the city