



**Notice of a public meeting of
Economy and Place Policy and Scrutiny Committee**

To: Councillors K Taylor (Chair), Daubeney (Vice-Chair),
Cuthbertson, Hook, Kilbane, Pearson and D Taylor

Date: Tuesday, 17 January 2023

Time: 5.30 pm

Venue: The George Hudson Board Room - 1st Floor West
Offices (F045)

AGENDA

1. Declarations of Interest

At this point in the meeting, Members are asked to declare any disclosable pecuniary interest or other registerable interest they might have in respect of business on this agenda, if they have not already done so in advance on the Register of Interests.

2. Minutes

(Pages 1 - 6)

To approve and sign the minutes of the meeting held on 14 November 2022.

3. Public Participation

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the committee. The deadline for registering at this meeting is at **5:00pm on Friday 13 January 2023.**

To register to speak please visit www.york.gov.uk/AttendCouncilMeetings to fill out an online registration form. If you have any questions about the registration form or the meeting please contact the Democracy Officer for the meeting whose details can be found at the foot of the agenda.

Webcasting of Public Meetings

Please note that, subject to available resources, this public meeting will be webcast including any registered public speakers who have given their permission. The public meeting can be viewed live and on demand at www.york.gov.uk/webcasts.

4. Public Realm Update

Report to follow.

5. Quarterly Economic Update (Pages 7 - 26)

This report provides a quarterly update on the York economy.

6. 2022/23 Finance and Performance Monitor 2 (Pages 27 - 40)

This report provides details of the Q2 2022-23 position for both finance and performance across services within the Place Directorate. The paper incorporates data to September 2022, which was reported to Executive on 22 November 2022.

7. Work Plan (Pages 41 - 42)

To consider the work plan for the remainder of the municipal year.

8. Urgent Business

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

Democracy Officer:

Angela Bielby

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

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City of York Council

Committee Minutes

Meeting	Economy and Place Policy and Scrutiny Committee
Date	14 November 2022
Present	Councillors K Taylor (Chair), Daubeney (Vice-Chair), Cuthbertson, Hook, Kilbane, Pearson and D Taylor
In Attendance	Dave Atkinson (Head of Highways and Transport) James Gilchrist (Director of Transport, Environment and Planning) Graham Titchener (Head of Parking)

1. Declarations of Interest [17.34]

Members were asked to declare, at this point in the meeting, any personal interests not included on the Register of Interests or any prejudicial or disclosable pecuniary interest that they might have in respect of the business on the agenda. In respect of agenda item 3 Digital Respark Report, Cllrs Kilbane, D Taylor and D'Agorne noted that they lived in repark areas. Cllr Daubeney noted that he had a minster card but did not live in a repark area.

2. Public Participation [17.36]

It was reported that there were two registrations to speak on agenda item 3 Digital Respark Report and one registration to speak under the general remit of the committee under the Council's Public Participation Scheme.

Jo Coles, a resident in a new digital residents parking zone raised a number of concerns about the scheme causing stress, anxiety and pressure for a number of reasons. This was because it was hard for residents to deal with permits for visitors when they were not at home. She expressed concern regarding the system for elderly and disabled residents and the additional pressure it could put on carers through it not being possible to buy permits. She added that there was a lack of communication about the system and asked what the rationale and costs were for the introduction of it.

Andrew Mortimer explained that he lived in the Badger Hill repark zone, He expressed concern with the permits in relation to visitors and the ability for

residents to check permits in other vehicles on their streets. He welcomed the proposals for the resident permit checker.

[Cllr Cuthbertson joined the meeting at 17.41]

Andrew Mortimer noted that the guidance online needed to work for people with access online and offline. He noted concern regarding elderly people accessing the system especially when arranging permits for visitors. He suggested that this could be forcing isolation on them. He was asked and he explained how this was different to other zones as it was all one parking zone.

Under the general remit of the committee Flick Williams spoke on the city centre action plan mitigation measures as discussed at the Customer and Corporate Services Scrutiny Management Committee meeting the previous week. She felt that the outdoor café licences were adding a further exclusion for disabled people. She questioned why the participants in the consultation for the report were not local. She concluded that a disadvantaged group was being further disadvantaged and that the situation needed proper scrutiny and oversight. In response to a question from a Member she noted that there needed to be proper scrutiny of the report from consultation in light of government guidance. The Director of Transport, Environment and Planning advised that the report to be presented to Executive on Tuesday 22 November 2022.

3. Digital Respark Report [17.52]

Members considered a report that updated Members on Digital Respark (resident parking zone permit management). The Head of Highways and Transport advised that he could cover further information and questions from Members at a future meeting. The Chair added that this should include a review on how parking enforcement was operated and further questions on the financials for it.

The Head of Highways and Transport explained the background and reasons for the introduction of respark, detailing the timeline for the implementation of it. He apologised to residents experiencing with the system and he explained the issues experienced by customers as summarised in the table at paragraph 27 of the report. He reported that recently there had been some issues around web browsers and operating systems on Macbooks. These issues were being worked through and it was hoped they would be resolved too. He advised that the resident permit checker would be rolled out with the next version of the technology. A Member queried why the resident permit checker was not rolled out with

the implementation of PSN compliance in March 2022. The Head of Parking Services gave an update on the residents parking hotline noting that the resident permit checker would be rolled out with the 2.31 update. It was noted that the customer password updated had been resolved with the supplier. The Head of Highways and Transport explained that there had been some compliments about respark and it was his understanding that call volumes were back at normal levels. A Member thanked the Head of Parking Services for his work.

Members then asked a number of questions to which officers and the Executive Member for Transport responded that:

- Regarding procurement, they did engage with other LAs, and the system used by York was used in other London Boroughs. They had used specific case studies as well as the user group forum. It was noted that the scale of transition to the system was fast and in hindsight they could have looked at how residents could have been better supported.
- They were aware of some problems with the system in other authorities.
- For professional carers visiting residents homes, a paper permit was issued. It was noted that there was a need to review the permit system regarding family member carers parking at their relatives houses.
- Regarding businesses being unable to select the customer type as business on the online form, Officers were not aware of this as a trend and a potential reason for the problem was that the business was marked as a residential business on the database.

The Chair asked the Executive Member for Transport for his reflections on the implementation of the scheme. The Executive Member explained that there were some things that the council didn't get right, and in the first month there were problems with the level of support needed, particularly in relation to the interface and renewals. He added that officers had tried to work through systems to support customers to try and resolve outstanding issues so that the service was user friendly as possible by being cost effective. The Executive Member explained that the system was now more efficient, and the proof would be in the upgrade next year. He noted that the council had asked for the permit checker in 2021 and it was hoped that the functionality for direct debits would be available after further upgrades. The Executive Member was asked and confirmed that he was happy to make an apology to residents experiencing problems with the system.

Members then asked further questions to the Executive Member and Officers to which they explained that:

- The launch date for digital respark was pushed back.
- They could find out the cost of digital respark and regarding revenue collection, there was not a direct correlation between the old and new systems.

- There was a number of Key Performance Indicators (KPIs) for digital respark. The data received back was on how to manage the service as a resource and a correlation could be created between PCNs and the number of PCNs issued, the information for which could be shared with the committee.
- Regarding the issuing of PCNs, the system was now more efficient through the use of next generation mobile devices and it was confirmed that a new system had been needed to be PSN compliant. There was no requirement to be go to virtual permits and it was linked to data protection compliant.
- A Member expressed concern regarding elderly people getting lonely as they were not able to access the system. Officers noted that as the majority of residents moved online, this would free up resource to help other residents. It was noted that the ICT team was undertaking work on digital inclusion. This was being out in place to ensure that people got the support they need when they came through customer services.

[Cllr Hook left the meeting at 18.52]

In response to a point raised by a Member, the Chair noted that digital inclusion may fall under the remit of the Customer and Corporate Services Scrutiny Management Committee.

- Officers and the Executive Member were asked and confirmed that:
- Calls to the customer centre had returned to levels since before the system went live.
- The number of permits issues had doubled over a 12 month period.
- Customer reporting wasn't currently implemented and there was a parking hotline for it.
- There had been some system issues with how data was matched, including the address databases. The system linked to the DVLA database which the council did not have access to.
- Regarding the issuing of batches of 20 permits, there was the ability to do separate transactions of 20 permits.

[Cllr Cuthbertson left the meeting at 19.07]

- Concerning residents comments, it was understood that the system was working on safari.
- The Director of Transport, Environment and Planning undertook to check the cost saving for the system.
- Patrols were undertaken in the respark areas.

- The Director of Transport, Environment and Planning undertook to check why the system could have one account per household and why it did not save registration numbers.
- The next variation of the system would have better functionality on mobile phones.
- Regarding access to business permits, the flexibility of paper permits needed to be looked at.
- The cost for permits was determined by Full Council. There was no legal requirement preventing the possibility of charging for different types of permit.
- The respark zones radiated out from the city centre and were based on a ballot, with residents knowing what price they would pay for permits.
- Staff in the contact centre would need to support residents and it was not believed there would be significant savings.

Following consideration of the report and responses from officers and the Executive Member for Transport, the Committee then;

Resolved:

1. That the financial information on the full cost of the digital residents parking scheme be circulated to all Members
2. That it be recommended that a corporate apology be made via a press release for the problems with the digital residents parking scheme and information improvements being made, delegated to the Executive Member for Transport in conjunction with Communications Officers.
3. That it be recommended that that a User Forum of different groups (groups representing elderly, disabled and non-digital residents) be set up, delegated to the Executive Member for Transport in conjunction with Officers.
4. That it be recommended that savings on support staff not be made until the digital residents parking scheme was up and running.
5. That it be recommended that the Customer and Corporate Services Scrutiny Management Committee examine digital inclusion and how support can be given to non-digital residents on the implementation of new systems.
6. That it be recommended that the Executive Member for Transport promote the use of paper permits (for which it was known that paper permits were still being given out to a small number of people).

Reason: To contribute to improvements to Digital Respark.

4. Work Plan [19.49]

Members considered the work plan for the remainder of the municipal year. It was clarified that updates on café licensing would be presented to the Licensing and Regulatory Committee.

Resolved:

- i. That the Democracy Officer check whether there was a scrutiny commissioned slot free during January/February 2023 to examine weed control and electric vehicle charging, with the attendance of the Climate Emergency Policy and Scrutiny Committee.
- ii. That city centre café licences be added to the work plan for the March 2023 meeting.

Reason: In order to keep the work plan updated.

Cllr K Taylor, Chair

[The meeting started at 5.30 pm and finished at 8.00 pm].



17 January 2023

Economy and Place Scrutiny Committee

Report of the Head of Environmental Services
Portfolio of the Executive Member for Environment and Climate Change

Public Realm – Service description and update

Summary

1. This report provides an overview and update on the services and functions managed by Public Realm. This includes delivery through in house provision, the private sector and through a variety of arrangements with the community and voluntary sector.

Recommendations

2. The Scrutiny Committee is asked to:

Review the content of the overview and provide any recommendations to the Executive Member for Environment and Climate Change

Reason

To improve the care and maintenance of the local environment including roads and streets, the city centre and parks and green space.

Background

3. Public Realm is one part of Environmental Services within (Directorate of) Transport, Environment and Planning. Environmental Services comprises Public Realm, Waste Services and Fleet Services.

4. Public Realm has existed in its present form for about 10 years and includes, as core functions, highway verge grass cutting, cleansing (including dog and litter bins), city centre cleansing, parks and open space management, and public toilets.

Service

5. A comprehensive breakdown of the services provided and managed are detailed in Annex 1. This includes information on what, who, where, when and in some cases with what. Where a service has a defined budget, this is also provided.
6. Most of the areas of responsibility for Public Realm are delivered through the in-house service (this covers grounds maintenance and horticultural activities across the city, litter and dog bin provision and emptying, litter picking, grass cutting, hedge cutting etc). The service also manages these services on Housing land.
7. The Public Realm service covers the following activities; highway verge maintenance, street cleansing (through manual and mechanical means), emptying of litter / dog bins, maintenance of housing land and shrub beds etc, cleansing of city centre and river walks, provision of parks and open spaces. It also covers Arboriculture (this covers the planting of new trees but also the requirements to survey (once every four years) council owned stock, management of Strays, closed churchyards, play areas, de-leaving works, cleansing on the A64, the treatment of weeds etc, management of public conveniences (toilets) and opening /closing of the bar walls. The service also delivers an estate worker service (delivered for Housing).
8. To support the work of the Public Realm service, there are a number of dedicated Friends of Groups that undertake work through various communities. The Environment and Community Officers from the Communities and Equalities Team provide the link to and coordinate the actions of local volunteers (e.g. Good Gym, York Cares / corporate days, Friends of and similar community groups). Annex 2 provides details of the volume of work undertaken and sample tasks between April to November 2022. The service also provides venues for Community Payback (delivered through the Probation Service). During 2022 the following areas were used as a base for their activities; Hull Road Park, Rowntree Park, Glen Gardens and Clarence Gardens.

9. As well as the work by the operational Public Realm staff, the care and management of parks and green spaces also involves a multitude of “landlord” functions. These include the proactive and reactive tasks such building maintenance, fence repairs, stonework repairs and ditch clearance. Such work is commissioned either through other Council services or local contractors.
10. Over several years, services and facilities traditionally provided by Public Realm have been transferred to the community under the Community Asset Transfer (CAT) process, e.g., allotments, tennis courts, pavilions. Such transfers often require ongoing support to become fully established and have residual landlord obligations.

Questions submitted in advance by the Chair

11. How is performance monitored for each of those jobs/functions?
Response:
 - Service performance is monitored across the board via a range of methods including management / supervisor inspection / site visits and elected member and public feedback. KPI's are also used to track the responsiveness of the service to dealing with urgent jobs (e.g. reports of needles, environmental hazards etc).
 - All works areas have appropriate risk assessments and SSOW's (safe systems of work). As a number of the work areas require machinery and detailed training then all staff go through work placed instructions, receive regular and detailed refresher training and have all training activities logged and certified.
 - Where the service provided requires recorded inspection entry (e.g. play area equipment, river safety equipment, tree inspections etc) then information is kept on a dedicated data base(s).
 - For five of the main parks and gardens in the city, external validation is sought through the Keep Britain Tidy 'Green Flag' award. The Award is held at Rowntree's Park, West Bank Park, Glen Gardens, Clarence Gardens and Rawcliffe Country Park.
 - Through any awards of accreditations; for example the Purple Flag award for the city centre.

12. How are we dealing with / plan to deal with any aging workforce concerns and recruitment pressures? Response:

- A restructure of Environmental Services has been undertaken with final implementation expected in February 2023. As part of the restructure the service has sought to offer new opportunities at a supervisory and management level. Part of the work will be to implement succession planning activities across the service (including Public Realm) to ensure that the service remains fit for purpose and primed to deliver services over the coming months and years.
- As part of planning for the future, the Public Realm service recruited to six general operative posts in 2022 with a further recruitment exercise scheduled to take place in the coming weeks.
- Plans are in place to further increase staff training to ensure we have the greatest provision possible of multi-skilled staff
- Offer opportunities for staff to learn new skills (e.g. HGV through dedicated training programmes which the Council will fund through a training agreement)
- Seek to recruit apprentices through new apprenticeship opportunities that have been launched for grounds maintenance based work

13. How well “equipped” we are to do the jobs that need doing, from fleet, to apparatus and equipment, to basic tools? Response:

- Fleet
This is an area which has been recently addressed as the fleet across Public Realm was very old. The service has recently procured 10 new electric caged vans with a further set of vehicles due to be procured in the 2023/24 financial year. Two new tractors have been procured in 2022/23 along with a new telescopic arm for hedge cutting activities. A new articulated mini-sweeper has also been ordered for the city centre. All vehicles are maintained in-house and have regular inspections, services and MOT's. All staff receive familiarisation training when vehicles are replaced. Staff perform a daily vehicle check and clean vehicles on a regular basis.

- Equipment
The service has a large number of tools and apparatus required to undertake various tasks. These include hedge cutters, leaf blowers, leaf vacuums, strimmers, lawn mowers, ride-on mowers, trailers etc. All pieces of kit are asset tagged and have a replacement schedule. All pieces of kit are regularly inspected and cleaned. The service has recently undertaken an exercise to manage all equipment as well as vehicles through the 'Tranman' system.

14. Any other "live" matters, in your view, for consideration - sickness/injury rates, possible synergies between one service area to another, ability to meet residents' demand with ever declining budgets. Response:

- Meeting residents demand is always a challenge for any service and Public Realm is no different in that regard. Throughout covid, the service adapted its delivery to meet demand (through the various stages of lockdowns and saw demand fluctuate accordingly).
- The service continues to take steps to address sickness absence with most long-term sickness cases addressed and managed in line with Council procedures.
- One of the challenges in this area concerns residents' views on the local environment with often polarised views on what constitutes a 'pleasant local environment'. For example, some residents welcome grass being left longer to meet aspirations as part of the Pollinator Strategy with other resident's complaining if grass is not regularly cut on highway verges/open spaces etc. How we 'harmonise' these views is a challenge for the service moving forward.
- Mechanisation of services – investing in new machinery is vital to ensure we deliver an even more flexible and adaptable service as we move forward.
- HGV – a number of staff have 'grandfather rights' to drive such vehicles (road sweepers, path sweepers etc) and there is a national shortage of HGV drivers. A new training programme is planned but it is a risk for the service with an ageing workforce.

Council Plan

15. This report supports and contributes to the following Council Plan priority – a greener and cleaner city

Implications

- **Financial** - The total net revenue expenditure budget for public realm for 2022/23 is £3.3m. This covers the functions outlined within the report and annexes.

Contact Details

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James Gilchrist
Director of Environment, Transport and
Planning

Report **Date** 09/01/2023
Approved

Wards Affected:

All

For further information please contact the author of the report

Background papers

None

Annexes

Annex 1: Public Realm Services

Annex 2: Environment and Community Officer activity April to November 2022

Annex 1 - Public Realm services and functions.

Notes

- a) staff levels will be greater than total establishment as most staff carry out multiple functions. Across Public Realm there are a total of 65 posts which covers (i) North/East team (ii) South/West team (iii) city centre cleansing team and (iv) estate workers (deliver services on housing land)
- b) staff, vehicles, equipment is shared between tasks/activities; the cost of which is not apportioned by task/activities. Staff multi task as activities are seasonal in nature
- c) V – indicates that service is assisted by volunteers / community input

Service / function	What	Who & planned / reactive	Where	Staff involved (fte)	Frequency	Volume information	Budget £'s
Highway verge maintenance	Urban grass cutting	In house, planned	Within 30 mph zone		10 cuts a year	7 ride-on mowers rounds and 2 tractors supported by a range of hand held mowing machines	
	Rural grass cutting	External contractor, planned	A and B Roads and some sections of C roads outside the 30mpn zone	n/a	2 cuts a year		
	Rights of Way on council land	External, reactive	Mainly rural areas	n/a	As required	10 locations	

Street cleansing	Mechanical sweeping	In house, planned and reactive	City wide			2 x road sweepers, 2 x path sweepers	
	City centre	In house, planned and reactive	Within foot-streets zone			2 x mini articulated sweepers	
	Emptying of litter / dog bins	In house planned and reactive	City wide		Multiple times daily through to weekly empties per week depending on location and time of year	Approx 1,500 litter and dog bins citywide	
	Leaf clearance	In house, planned and reactive	City wide		8-12 weeks in the autumn / early winter (weather dependent)		
	Litter collection (v)	In house, planned and reactive	City wide		Mobile teams undertake visits on an area by area basis		
	Fly tipping / tyres / asbestos collection	In house or specialist contractor, reactive	City wide		Vast majority of tasks dealt with internally as a reactive service. Asbestos removal is delivered through external contractor		

	Litter collection on A64	In house, reactive at the request of Highways England	A64		1 – 2 a year subject to necessary traffic control measures in place		
Weed control	Treatment of highway weeds	External contractor, planned	Curb lines, pavements, wall bottoms.	n/a	3 treatments per year		£50k
	Treatment of weeds around verge obstacles	In house, planned			1 treatment per year		
Grounds maintenance	Grass cutting	In house, planned	Parks, parts of the Strays, amenity greenspaces, housing areas, war memorials		Between 6 to 10 cuts a year depending on location		
	Shrub beds	In house, planned and reactive					
	Hedges - manual	In house, planned			2 cuts per year		
	Hedges – mechanical	In house, planned			1 cut per year		
	Hedges – mechanical	External contractor, planned	A and B roads	n/a	1 cut per year		Part of rural grass contract
	City ramparts	In house, planned	City walls		2 cuts per year	1 x specialist slope mower	
Arboriculture	Management	In house	City wide	1 fte			£135k
	Inspection	External consultant, planned	City wide	n/a	25 % of tree stock each year.		

	Maintenance (V)	Mostly in house, planned and reactive	City wide	3 fte			
	Tree planting	In house and local contactor	City wide		50 standard trees per on average		
Play areas	Inspection and routine maintenance	In house, planned and reactive	City wide	1 fte	Most sites inspected once a week	43 locations	
	Complex repairs and maintenance, equipment installation	Specialist providers, reactive	City wide	n/a	As needed	10 – 15 times a year	
City walls	Opening & Closing	In house, planned	City walls	2 part time	364 days a year		£21k
Public toilets	Management and cleaning	External contractor, planned and reactive	7 city centre locations, plus Acomb and Haxby		364 days a year		£96k
	Cleaning	External contractor, planned and reactive	Rowntree and West Bank Parks		364 days a year		
	Provision of offsite Raceday toilets	External contractor, planned	Little Knavesmire area		8 race meetings		Cost charged back to Property Services
Parks and Gardens	Green Flag entry (V)	In house	Main parks and gardens	1 fte supported	Annual	5 locations	

Community Activity (V)	Gardening, events, litter collection	Volunteers, Friends of, Probation Service, York Cares, Good Gym, businesses, planned and reactive	City wide with a focus on and main parks and gardens	by 3 fte Environment and Community officers	Year round	See Annex 2	
Rivers and water bodies	Safety Inspection of life buoys and riverside safety equipment	In house, planned and reactive	Clifton Bridge to Millennium Bride, River Foss to Huntington Road	1 fte	Weekly, year-round		
Closed churchyards	Safety Inspection of headstones and memorials	Council Stonemasons, planned and reactive	Mainly city centre plus a few Parish locations		Annual	23 sites	
Strays	General maintenance (V)	In house and local contractors. Assisted by Countryside and Ecology service	Micklegate, Walmgate Bootham and Monk Strays		Year round		
	Farm tenancies	Via Property Services	Hob Moor, Walmgate Stray, Parts of Bootham and Monk Strays				

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**Summary of Work with Volunteers by
Environment and Community Officers 1st April – 31st October 2022**

- Total volunteer hours (only including tasks / activities they are aware of): 5,603.5
- Average volunteer hours per month: 800.5
- Number of corporate days: 56
- Number of volunteer hours from businesses: 2,758

Total number of new volunteers signed up and inducted:

Gardeners: 13
Litter Pickers: 53
Goose Scarers: Just starting to reform

Total number supported:

Gardeners: 266
Litter Pickers: 824
Park Unlockers : 97
Snow Wardens: 295
Leaf Blowers: 36
Tree wardens 37

Friends of groups supported: 30

Sites worked on: 52.

Sample of work by the community overseen or arranged by the ECOs

- Sovereign Park (Acomb) Weeding of flower beds around the play area
- Carleton Street Play Area (Holgate) Installed raised beds, hard standing and tool shed. The new Carleton Street Community Garden group have installed further raised beds, have created new flower beds and planted up and have installed compost bins and a greenhouse.

- Alex Lyon House (Micklegate) Weeding, planting up raised beds, creating new flower bed and planting up, weeding and creating lawn area, cutting back weeds and grass in the orchard.
- Alma Terrace (Fishergate) Gardening group prepared land and progressing to refresh the area
- Glen Gardens (Heworth) Work started to refresh flower beds round perimeter of the park. Local school volunteers tending to wildflower area. Basketball and tennis court perimeters tended to
- Rawcliffe Country Park (Rawcliffe and Clifton Without) Froglife and volunteers have helped improve the condition of the pond. Regular trailbuilder volunteer days to do maintenance on the bike tracks.
- Clarence Gardens (Guildhall) Rose bed volunteer group meet weekly during summer months to tend to rose bushes. Refresh of wooden edging. New leaf bay installed
- Hob Moor (Dringhouses and Woodthorpe / Holgate) Regular volunteer litter picks by local residents, scouts and new volunteers. Thistle pulling in North Street pasture. Bramble and nettle cut back on Little Hob moor near to Hobmoor Terrace. Bluebell and wild garlic bulbs and wood anemone tubers planted in cleared areas. Broken wooden tree guards and barbed wire removed from wooded area. Underpass cleared of weeds, soil build up and scrub overhang
- West Nook Water Meadow (Haxby and Wigginton) 4 new Friends inducted and trained as gardeners. Wildflower area scythed and cuttings removed



**Economy and Place Policy and Scrutiny
Committee****17 January 2023**

Report of the Director of Governance and Monitoring Officer

QUARTERLY ECONOMIC UPDATE - INFORMATION ONLY REPORT**Summary**

1. This report provides a quarterly update on the York economy.

Background

At his Decision Session on 1 November 2022, the Executive Member for Economy and Strategic Planning received a report presenting updates on the local financial climate, core business support work and Council-led initiatives, and includes an update on the state of the national and local economy, key account management work, progress against major milestones, and inward investment (Annex A). At this Decision Session, the Executive Member noted the content of the report.

It is noted, however, that the information contained in the report is now some months out of date. As a consequence, it is proposed that, for future quarterly economic update reports, these will be circulated to the committee by e-mail in the days following the Executive Member decision session.

Consultation

2. As this report is for information only there has been no consultation.

Options

3. Having considered the information in this report and its annexes Members can agree to seek further information on any of the issues raised, or not.

Analysis

4. There is no analysis provided in this report as the quarterly economic update is properly examined in the attached report at Annex A, which was duly considered by the Executive Member.

Council Plan

5. The Council Plan identifies eight priorities, four of which are relevant to this work:
 - Well-paid jobs and an inclusive economy; and,
 - An open and effective council.

Implications

6. There are none of the following implications in this report. All relevant implications have been addressed in the attached report:
 - Financial – no implications
 - Human Resources (HR) – no implications
 - Equalities – no implications.
 - Legal – no implications
 - Crime and Disorder – no implications.
 - Information Technology (IT) – no implications.
 - Property – no implications.

Risk Management

7. There are no known risks associated with the recommendations in this report. All potential risks associated with the approach will have been addressed as part of the report attached at Annex A.

Recommendations

8. The Committee is asked to note the content of this report and its annex, and to agree to the revised approach to the provision of this information.

Reason: In order to be updated on the progress of York's economy.

Contact Details

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**Report
Approved**



Date 9/1/23

Wards Affected: *List wards or tick box to indicate all*

All



For further information please contact the author of the report

Annexes

Annex A – Quarterly Economic Update

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**Decision Session – Executive
Member for Economy and Strategic
Planning**

1st November 2022

Report of the Director of Housing, Economy and Regeneration

Quarterly Economic Update

Summary

1. This report presents updates on the local financial climate, core business support work and Council-led initiatives, and includes an update on the state of the national and local economy, key account management work, progress against major milestones, and inward investment.

Recommendations

2. The Executive Member is asked to:
 - a) Note the contents of the report

Reason: To support York's ongoing economic work and understand how York is performing from an economic perspective.

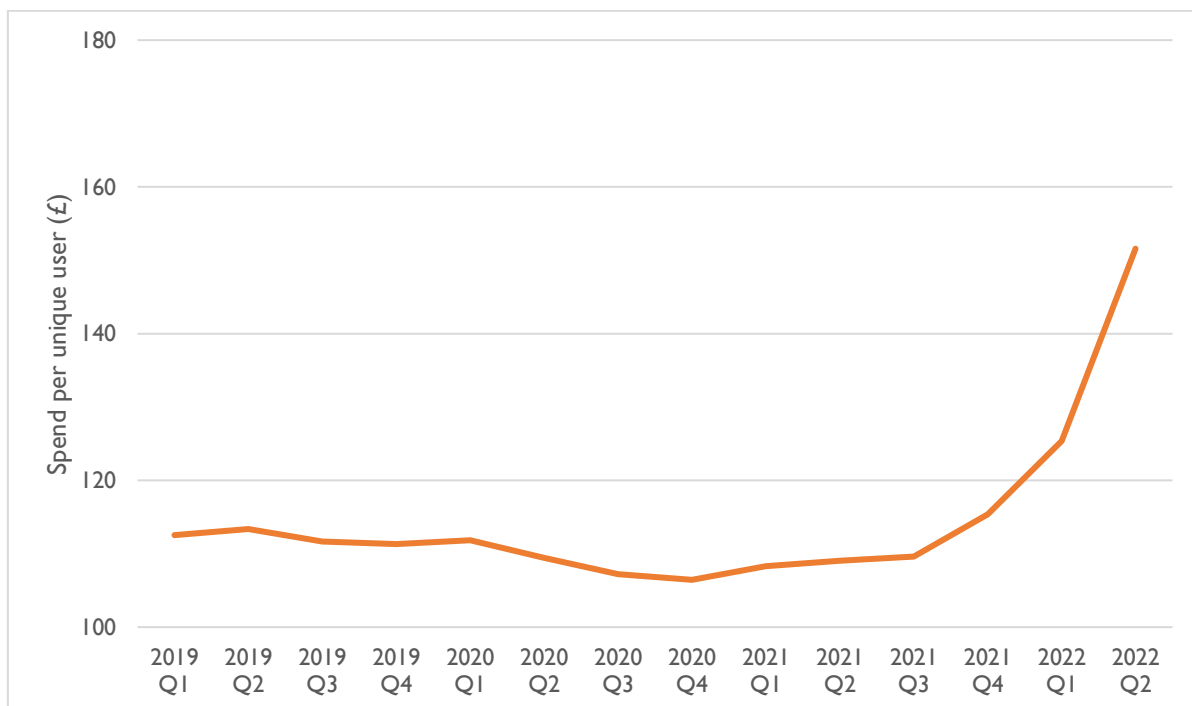
State of the Economy

3. Since the last update in July 2022, there have been a number of events that have impacted the performance and outlook of the UK economy. Strike action, record-breaking heatwaves, the death of our monarch, a change of government, the value of the pound decreasing against major currencies and the continuing rise in inflation and interest rates, have brought about a challenging period for residents and businesses to navigate. Recent turbulence following the October 2022 mini-budget and subsequent change in Prime Minister have added to the short-term challenge. The cost of living and the cost of doing business continues to increase and remain at high levels.

4. At time of writing, the UK's inflation rate had risen to 9.9%¹, largely driven by supply-side factors, such as energy and food prices. Households and businesses across the country are being impacted by this high rate of inflation, with the value of their savings falling and purchasing power decreasing if their income does not keep pace with the rate of increase in inflation.
5. The Centre for Cities thinktank have attempted to gauge the cost of living across towns and cities across the UK by calculating the annual local inflation rate. They have done this through looking at real-time wages and then keeping the inflation rate constant for each consumption component (e.g., energy, groceries), but varying the weight of these components by looking at the consumption patterns of each city. For instance, the weight attributed to consumption on energy will be larger for cities that have more households that are ranked E and D in their Energy Performance Certificates than in cities which have more households ranked A and B.
6. Using this metric, York's local inflation rate for August 2022 has been estimated to be 9.8%². With the exception of Warrington, this is the lowest rate recorded in northern England, but it is relatively high in comparison to southern cities such as London, Cambridge and Reading.
7. The price of energy and petrol appears to be main driving force behind the rise in the inflation rate in York. In Q2 of 2022, the energy spend per unique user in York had risen to £151.58 per month which is £43.27 increase from a year earlier and can be viewed graphically in Figure 1. For petrol, the Q2 spend for 2022 per unique user was £116 per month which is roughly £24 more than a year earlier, but when accounted for inflation it is £8 less than a year earlier. This indicates that the greater spend on petrol is due to the rise in price of petrol rather than residents purchasing a greater quantity of petrol.

¹ This is the Consumer Price Index (CPI) measure for inflation in August 2022

² Centre for Cities: Cost of Living Tracker – <https://www.centreforcities.org/data/cost-of-living-tracker/>

Figure 1 – Energy Direct Debit Values Per Unique User – York³

8. Whilst data is not locally available on the energy spend of York's businesses, the Federation for Small Businesses (FSB) estimates that electricity and gas bills for businesses will have doubled or trebled, or in some cases increased by four-to-five fold, this quarter. The degree to which businesses' energy bills will have increased depends on the type of contract they are signed up to and when they have signed up to it. But with 97.5% of York's businesses being small and micro sized, it can be expected that they fit into the FSB's cost estimations, which itself corroborates with the findings picked up by the Council's business growth managers from their workings with York's businesses.
9. To reduce the cost of energy the Government announced the Energy Price Guarantee (EPG) for domestic energy users and the Energy Bill Relief Scheme (EBRS) for non-domestic energy users in September. The EPG was introduced from 1st of October and has been set at £2,500 a year for typical levels of consumption. This is lower than the original Ofgem Q4 2022 price cap, substantially lower than forecasts for 2023, but 27% above the summer 2022 cap. The EPG was initially planned to last two years, but this was cut-back to last till April 2023, at which point targeted support will be given.
10. The EBRS will provide a discount on non-domestic energy customers' gas and electricity unit prices, with the level of price reduction varying on each

³ ibid

businesses contract and circumstances. The scheme will run to April 2023 at which point targeted support will be given to vulnerable industries.

11. The Council has set-up a [dedicated page](#) to explain these schemes, whilst simultaneously continuing to promote energy efficiency measures, such as the ReBIZ scheme, to help households and businesses become more environmentally friendly and save money on energy bills.
12. The Government also announced it's 'Plan for Growth' in September. This plan outlined several measures, particularly around the tax system, that are intended to deliver economic growth. Without publishing a plan for how these measures would be costed for, participants in financial markets became nervous about the UK's debt obligations and began selling holdings of UK bonds, pushing up their yield (interest rate) across both short and long-term holdings and caused the pound sterling currency to fall in value to record lows against major currencies.
13. At the same time, mortgage rates quickly rose in anticipation that the Bank of England (BoE) would have to raise the UK's base interest rate more aggressively than previously thought. The average two-year fixed mortgage rose to 6.46%, the highest since 2008 and the average five-year fixed mortgage rose to 6.14%, a 14-year high according to financial information company Moneyfacts.
14. The changes in mortgage rates will impact the housing market in York. According to the latest ONS data from 2020, the number of households in York that owned a home with a mortgage or loan was 26,313 which equates to roughly 31% of households⁴. The BoE estimates that 80% of all mortgages are on a fixed-term basis⁵, which suggests that for York roughly 21,000 households are on fixed-deals and 5,000 households are on variable deals. The recent changes will mean that those on fixed-rated mortgages will likely face higher interest rates when they re-mortgage and those on variable rate mortgages will see their interest rates increase. For those looking to purchase a new home by taking out a mortgage, they will also face higher borrowing costs.
15. With regards to the labour market, the number of job vacancies in York persists at high levels. At the beginning of October, there were 3,828 job vacancies within 5 miles of York City Centre from the job website Indeed, as seen in Figure 2. The average number of vacancies across Q3 2022 was 3,720 job vacancies per week, with that figure continuing to rise since we began recording the total in August 2021.

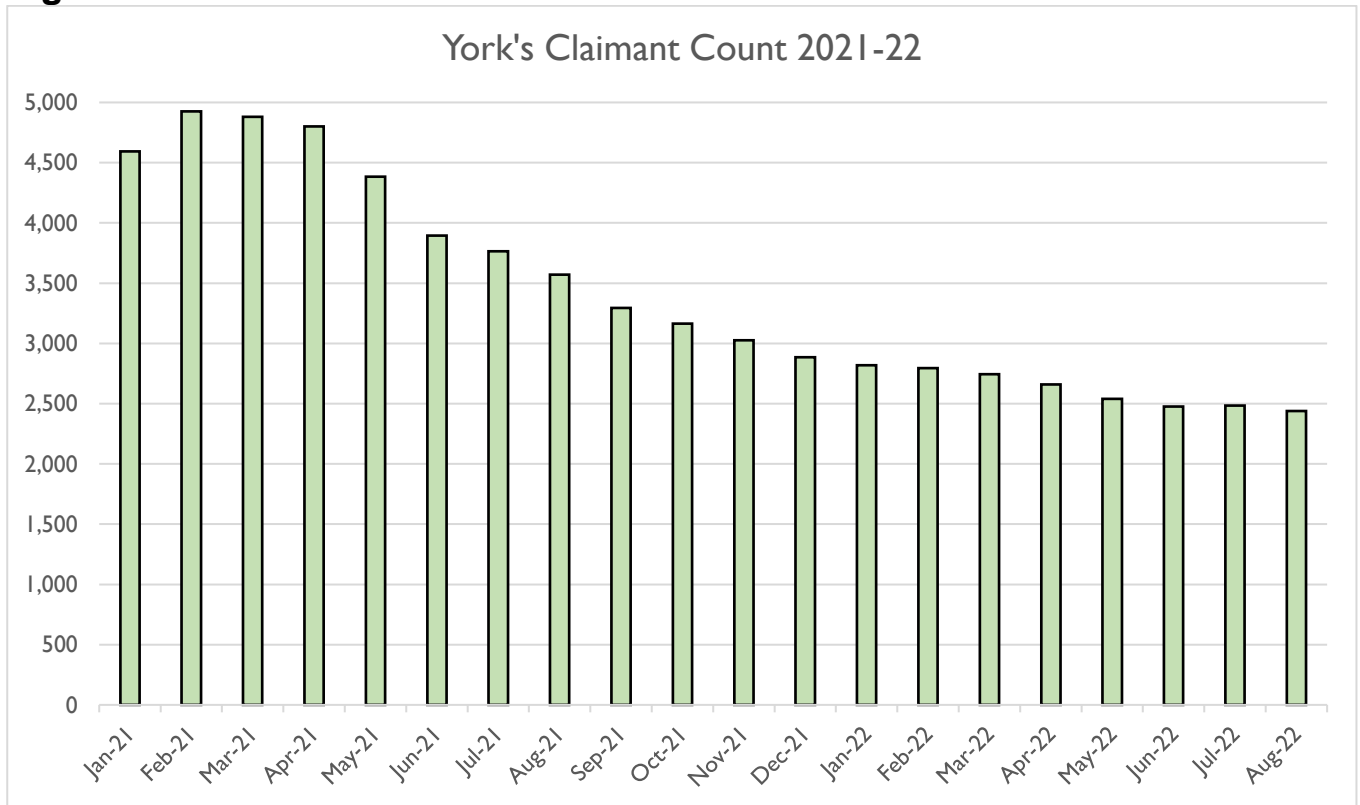
⁴ ONS: Subnational estimates of households by tenure – January 2022

⁵ Bank of England, Monetary Policy Report February 2022 – <https://www.bankofengland.co.uk/monetary-policy-report/2022/february-2022>

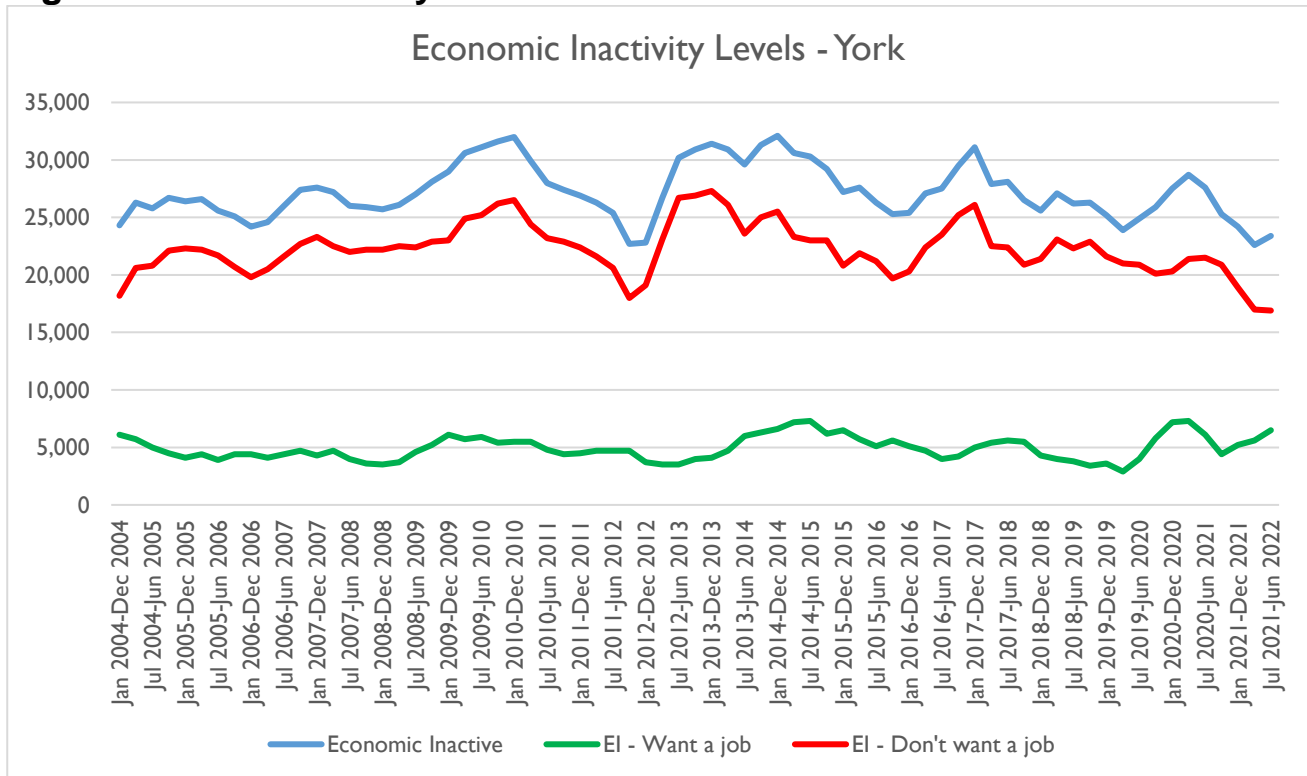
Figure 2 – Job vacancies within 5 miles of York City Centre

16. When looking at unemployment, the claimant count for York has continued to decrease, with it falling every month bar one since February 2021 as seen in Figure 3. For August 2022, there were 2,440 people claiming out of work benefits which is 1,130 people less than a year earlier but is still roughly 620 people more than March 2020. York does however remain the city in the UK with the lowest increase in the claimant count compared to pre-Covid levels according to the Centre for Cities Unemployment Tracker⁶ and its current claimant count rate is comfortably less than the average rate for the City between 1986 and 2021, which is 3,370.

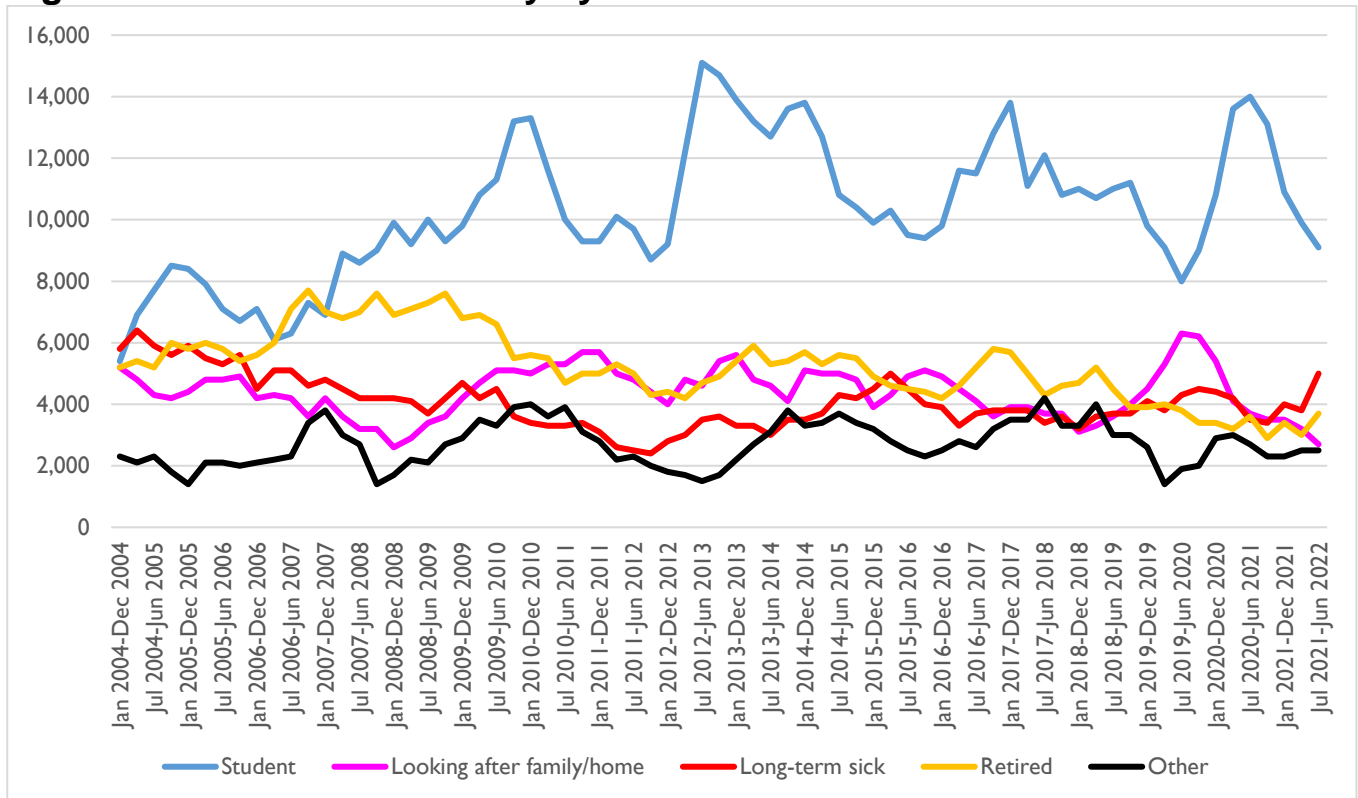
⁶ Centre for Cities Unemployment Tracker – <https://www.centreforcities.org/data/uk-unemployment-tracker/>

Figure 3 – York’s Claimant Count 2021-22

17. The UK’s unemployment rate also continues to decrease and is now at its lowest since 1974. UK economic inactivity rates have also been increasing. The economically inactive are those not in employment who have not been seeking work within the last four weeks and/or are unable to start work within the next 2 weeks. This includes students, those who have retired early, carers, those who are temporarily or long term sick, as well as people who are not able to find work.
18. Figure 4 provides the economic inactivity rates for York since 2004. Although there was an 800 person increase in economic inactivity rates in the last reading to a total of 23,400, this is the lowest the figure has been since records began in 2004, bar the period October 2011-December 2012. This makes up 17.3% of the working-age population in York, which is the second lowest percentage since 2004.
19. The number of people who are economically inactive and do not want a job is at the lowest it has ever been, standing at 16,900. Whilst those who are economically inactive but do want a job is at 6,500. This figure is amongst the highest figures since 2004 and has increased by 2,100 people since June 2021.

Figure 4 – Economically Inactive in York

20. Students have consistently been the most economically inactive in York, representing 9,100 of the current total. However, as seen in Figure 5, this is significant drop from a year earlier, meaning roughly 5,000 students have become economically active. Second amongst the reasons for being economically active is long-term sickness, which has risen to 5,000 people and now represents 21.5% of the economically inactive, the highest since 2006. This follows what has been seen nationally, where long-term sickness is at an all-time-high.
21. Amongst those who are retired and are of working-age, there has been an increase to 3,700 people in the period ending June 2022. Although this is the highest it has been since June 2020, it represents 16% of the total of economically inactive, which is lower than the average of 16.5% over the past decade.
22. The number of people who are economically inactive because they are caring for their family or home has fallen to 2,700 which is the second lowest ever level, the lowest being in 2008, a time of the financial crisis. This could imply that as with 2008, the current economic challenges are forcing those people who would normally stay at home to look after their family or home into employment.

Figure 5 – Economic Inactivity by Reason – York

Business Intelligence

23. The Council's Business Growth Managers continue to work closely with York businesses, and between both have an active pipeline of over 115 business needing support. Our Sector Development Manager held an additional 25 in-person and virtual conversations with key business accounts across rail, construction, insurance, legal, technology and manufacturing sectors.
24. Intelligence from this engagement shows common threads of concern within the business community including ongoing difficulties caused by supply chains, cash flow blockages, recruitment difficulties, high energy bills and a general market slow down which has had an impact on confidence levels.
25. The Business Growth Managers continue to maintain regular contact with key intermediaries. In this last quarter that has included Ad:Venture, Skills for Growth, York St John University, York College, University of York and the Department for International Trade, WECAN, Scale-Up Programme, Strategic Growth Programme, IUK Edge, Aspire2Lead, IoD, FSB, WNY Chamber and Y&NY Growth Hub.
26. Similarly, networking events and sessions hosted and attended by the Business Growth Managers over the last quarter, such as Connect Over

Coffee, The Commerce Club and Women in Business, have been vital in providing new business introductions and disseminating advice and support as broadly as possible.

Business Intelligence – Costs

27. From both small and large businesses, there has been concern regarding the ongoing rise in inflation and the cost of doing business. Initially the larger businesses were able to absorb costs but lately they have been passing these on in price rises to customers. Some firms are however finding it difficult to pass these increased costs on due to contractual arrangements.
28. Businesses have also reported a sharp increase in transport costs. Companies importing are seeing delivery costs escalate and, in some cases, this is being priced separately. This is also linked to disruptions in the supply chain, especially from the far east. This is affecting both deliveries and imports. In August there were significant material delays from China owing to Covid-19 lockdowns. This has since eased off somewhat, but it takes a few months for businesses and trade to regain momentum and catch-up to production levels when these lockdowns occur. There are further concerns of supply chain disruption across the continent with the implementation of the European Union's Winter gas reduction plans which will affect UK businesses sourcing from the continent.

Business Intelligence – Recruitment

29. Recruitment is still a major concern for businesses in York. One large company in the city has resorted to recruiting from further afield and promoting remote working where possible. This has helped recruitment, but as more companies have followed this practice, it is becoming more difficult to find recruits.
30. There are also wage pressures across most sectors, with staff expecting upward of 5% increase in salary as a minimum, reflecting the current rate of inflation. Wage demands for remote workers is increasing even faster. One company with multiple sites is seeing remote recruitment wage demands come closer to London wage rate.
31. Employers continue to report that they are struggling to find the people with the right set of skills. One company has increased all staff wages by 21% to retain staff and ease recruitment pressures.

Business Intelligence – Premises

32. Four businesses have held discussions around their premises, including one business moving to larger premises after a merger. This will allow the business to bring some manufacturing back to York and recruit additional staff when the merger is completed at the end of the year. They require additional space in the medium-long term and the Economic Growth Team are helping them identify additional sites. Another smaller rail company now have half of their workforce working remotely so are looking for smaller premises when they have a lease break next year.

Business Intelligence – Rail Sector

33. As part of our commitment to establish York as a centre of excellence for rail skills, a roundtable was held in September. The focus of the session was to work with the sector and explore the potential to tailor Skills Bootcamps to meet the needs of the rail sector now and in the future. The Skills Network has secured Government Funding to deliver a range of bootcamps including Data Analysis, Infrastructure Technician, Project Management and Sustainability. This is an ongoing initiative working with the sector and meeting on a quarterly basis.
34. There has also been on-going work with the National Railway Museum, the Trans-Pennine STEM Ambassador Hub and rail industry partners to deliver 'Railway Futures', a two-day careers event for students of all ages on 4th & 5th October based at the National Railway Museum. The event showcased the combination of innovation, engineering, and technology in the railways and a look to the future of digital and sustainability within the sector. It also featured the breadth of careers available in the rail industry, and the different sectors and routes into these and made links that young people can follow to connect their learning to a future career path in the sector.
35. In conjunction with the Supply Chain Network, an event is being laid on for the rail sector in York. The event is on Monday 7th November and will explore the opportunities available in the rail supply chain. Attendees will learn about the projects being undertaken in York and explore how SME's can improve their chances of winning work with these projects.

York Business Festival

36. The Economic Growth Team have been organising the first York Business Festival, which is set for delivery across November 2022. Consistent feedback from York Business Week, which ran for 11 years, showed that

participants could not attend all the events in one week, even if they wanted to. This has led to the formation of the first ever 'York Business Festival', where events will be spread out across the whole month, making it easier for businesses, employees and entrepreneurs to attend.

37. The 5 weeks of the Festival will focus on the 5 different themes of York's forthcoming Economic Strategy, with the Council, local business support providers and key local stakeholders leading on the week's events. The first week is around creating an economy that is driven by good business and is being led by the Institute of Directors in partnership with the Economic Growth Team. The second week is themed on 'thriving business – creating the right conditions for sustainable growth' and is being led by the Y&NY LEP. The Council's Carbon Reduction and Economic Growth Team are leading the third week's events on 'reducing carbon and creating a greener economy'. And the last two weeks are being delivered by the University of York, on the theme of 'creating a thriving workforce', and the Department for International Trade on 'making York a global city'.
38. The purpose of the Festival is to help local businesses understand what support is available in York, in particular for SME and micro businesses which make-up the large majority of businesses in the city. An assessment of the outcomes and impact of the Festival will be made, with findings presented to the Executive Member in the new year.

York Business Festival – Small Business Saturday

39. The Small Business Saturday team will be visiting York on Wednesday 9th November, as part of their annual UK wide tour, leading up to the official day on Saturday 3rd December. This year they will be showcasing the independent businesses of the Goodramgate area after a positive and productive visit to Haxby in 2021.
40. The visit falls in the 'Sustainable Growth' week of York Business Festival, so complements the ethos of the theme, and signals the Council's commitment to the whole business community as the UK's first city to sign up to the Good Business Charter.
41. Small Business Saturday offers free 1-2-1 business mentoring sessions, workshops and livestreams interviews with business owners directly from their premises. There will also be pre-recorded interviews with businesses unique to York, offering behind-the-scenes proceedings.

42. The Economic Growth Team is working with Indie York to promote the event, which is a valuable means of highlighting the local business community and boosting footfall in the lead up to the Christmas period.

Inward Investment

43. Over the reporting period, the team responded to 20 new investment enquiries, with six of these being overseas enquiries from businesses looking for York locations, eight being UK based companies exploring York as a new opportunity, and the remaining 6 represented by York businesses planning to move or expand within the city. There is continued interest from a broad range of sectors including IT, manufacturing, leisure, hotels and food.
44. The Economic Growth Team also helped host a visit from Scarborough-based international export business PBS International, Nebraska Sorghum and representatives from York Nebraska Council and York (Nebraska) University. This visit to York provided connections to our local bio-economy business and an opportunity to explore potential business opportunities in the sector. The visit was hosted at York's Biorenewables Development Centre (BDC) and was attended by representative from CNAP, Azotic Technologies and York and North Yorkshire LEP.
45. The team also worked with Y&NY LEP colleagues to host a visit from the Department for International Trade (DIT) around energy and infrastructure sector in York. The visit was also held at BDC's premises where DIT representatives learnt about York's growing bio-economy and rail sectors. As a result, we are sharing an updated rail tech prospectus with DIT, boosting York's opportunities for international collaborations and joint ventures.

UK Shared Prosperity Fund (UKSPF)

46. The Government have established a new UK Shared Prosperity Fund (UKSPF) as part of the Levelling Up White Paper, and published the national UKSPF prospectus in April 2022.
47. York has an allocation of funds and City of York Council will be responsible for delivering York's UKSPF funds for the period 2022 to 2025. An Investment Plan, developed in partnership with local stakeholders was submitted for Government assessment at the end of August, with a formal response expected in November 2022.

48. York has been allocated £5,107,510 of UKSPF funding, which includes a fixed 4% of the allocation for CYC to administer the fund, covering legal, finance and staff costs.
49. A stakeholders Partnership Board has now been established to steer the Fund, and is chaired by the Executive Member for Finance and Major Projects who has been given delegated responsibility for UKSPF by the Council Executive.
50. Once the Investment Plan has had formal Government approval, the bidding process from potential applicants can begin, and work is currently underway to ensure that can take place as quickly as possible given the time constraints of the Fund, and the mandate to spend specific funding in allocated years.

Covid-19 Additional Relief Fund (CARF)

51. On 25 March 2021 the Government announced a new COVID-19 Additional Relief Fund (CARF) of £1.5 billion to support those businesses affected by the pandemic but who were ineligible for existing support linked to business rates.
52. City of York Council's Business Rates Team was able to apply relief to those businesses who met a stringent set of criteria, and in a position to pay up to 70% of the net liability discounted to 952 local business.
53. The scheme, now closed, allowed the Council to give a further £4,652,354 to support businesses impacted by COVID 19 trading restrictions.

Consultation

54. Consultation and engagement on the economy, and related issues, through Members and officers, partners and residents are a pivotal elements of our approach, and central to informing our work using evidence-based information and research.
55. All ongoing consultation work has been outlined in the body of the report.

Council Plan

56. Our work addresses the following outcomes from the Council Plan:
 - Good health and wellbeing;
 - Well-paid and an inclusive economy;
 - A better start for children and young people;

- A greener and cleaner city; and,
- Safe communities and culture for all.

Implications

- **Financial** – no financial implications;
- **Human Resources (HR)** – no implications;
- **One Planet Council / Equalities** – our work positively supports the Council’s equalities objectives;
- **Legal** – no implications;
- **Crime and Disorder** – no implications;
- **Information Technology (IT)** – no implications;
- **Property** – no direct implications

Risk Management

There are no specific risks identified in respect of the recommendations.

Contact Details

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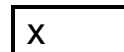
**Report
Approved**



Date: 21st October 2022

Wards Affected: List wards or tick box to indicate all

All



For further information please contact the author of the report

Glossary:

BDC – Biorenewables Development Centre
BoE – Bank of England
CARF – Covid-19 Additional Relief Fund
DIT – Department for International Trade
EBRS – Energy Bill Relief Scheme

EPG – Energy Price Guarantee

FSB – Federation for Small Businesses

LEP – Local Enterprise Partnership

ONS – Office for National Statistics

SME – Small and medium (business) enterprises

UKSPF – UK Shared Prosperity Fund

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Economy and Place Scrutiny Committee
17 January 2023
Report of the Chief Finance Officer
2022/23 Finance and Performance Monitor 2
Summary

1. This report provides details of the Q2 2022-23 position for both finance and performance across services within the Place Directorate. The paper incorporates data to September 2022, which was reported to Executive on 22 November 2022.

Recommendations

2. The Committee is asked to note the financial and performance management position across services within the Place Directorate .

Reason: to ensure expenditure is kept within the approved budget and performance is effectively scrutinised.

Analysis – Finance

3. A summary of the services within Place, relevant to this scrutiny committee, is shown below

	Budget £'000	Forecast Outturn £'000	Variance £'000
Place (extract)			
Transport	6,736	6,736	0
Fleet	-270	-270	0
Highways	3,497	4,247	+750
Parking Operations	1,285	1,335	+50
Parking Income	-7,770	-8,770	-1,000
Waste	14,203	13,585	-618
Public Realm	3,109	3,109	0
Emergency Planning	116	116	0
Development Management	-217	133	+350
Forward Planning	401	401	0
Building Control & Land Charges	-412	-412	0

Environmental Management	415	415	0
Environmental Health & Licensing	745	745	0
Asset and Property Management	-2,432	-1,262	1,170
Economic Development	523	483	-40
Management and Support	347	347	0
Directorate Mitigation		-662	-662
TOTAL	20,276	20,276	0

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

4. The directorate is forecast to outturn on budget (including commercial portfolio). This includes £1,816k forecast inflation pressures offset by forecast directorate underspends, the maximising of external funding opportunities and the use of reserves to support the position where required.
5. The council like many other organisations have been impacted by the increased costs of energy. Electricity usage costs increased by 128% from April 2022 which added approximately £1m to costs compared to 2021/22 whilst gas has seen increases of 400% to date adding a further £400k to costs. There were further increases from 1 October in relation to gas prices although it is assumed they will be mitigated by the government price cap from October 2022. Due to the uncertainty these costs will be regularly reviewed and reported back to Members. Fuel costs have also been significantly higher during 2022/23 than budget and this has added circa £400k additional pressures. There have been additional inflationary pressures that are also being managed within the overall Place budget. These will be continually monitored as to whether they impact the year end expenditure.
6. There is a forecast underspend (£1,078k) across waste disposal mainly due to recycle sales which are at levels above budget due to high commodity prices. Income levels are currently forecast at £900k above budget, although there is a risk to this forecast should prices change significantly. There is also a windfall receipt (£178k) in connection with the AWRP contract in relation to lower than assumed contract insurance costs.
7. There is a continued forecast shortfall in commercial waste income totalling £210k based on current service levels. Income will be monitored and reviewed as it is still uncertain to what level income will finally recover.
8. Car park income to 30th September has remained strong across the city at approximately 20% ahead of budget. This has resulted in additional

income of £750k in the year to date. This has been offset by reduced Respark income particularly from visitor badges and season tickets (£50k). The projection to the end of the years has increased to £1m above budget based on current trends however this will be impacted by the economic performance of the city particularly in the weeks leading to Christmas. The forecast will be updated regularly throughout the year.

9. Current monitoring indicates a forecast shortfall in planning fees of £350k. This will be monitored closely and the profile of planning income will be reviewed in light of the impact of the Local Plan.
10. The Local Plan examination will take place in 3 phases during 2022/23. Members previously agreed costs of up to £500k would be funded from the waste reserve. The costs are currently estimated at up to £1,300k primarily due to the extended number of sessions that have been required which has led to increased costs from specialist staffing and legal support for the examination process. This additional cost can be met from the waste reserve.
11. There is a forecast shortfall in income on commercial property of £300k based on expected rent levels. This will be monitored closely as pressure may increase if occupancy and rent levels cannot be maintained. It is offset by a forecast saving of £100k across staffing budgets mainly due to vacant posts.
12. Across commissioning, design and facilities management there are expenditure pressures of up to £300k. This is due to security costs which are higher than budgeted (£115k) along with additional maintenance expenditure (£120k) and a shortfall in budgeted income from West Offices (£65k).
13. The overall directorate forecast also assumes that a number of income budgets including those across land charges, building control and licensing will outturn on budget. These will require monitoring throughout the year as there are potential pressures across services.
14. There are also a number of pressures across services faced by inflationary costs such as Transport and Highways however it is assumed that these can be mitigated by improved income levels, cost savings and a review of earmarked reserves.

Performance – Service Delivery

15. In spite of the many challenges that the organisation and City has faced over the last two years, performance across the wider organisation, not just the Council plan indicators, has continued to remain high and continues to compare favourably when benchmarked against other areas with similar characteristics to York. Whilst Covid and the actions taken to tackle the global pandemic have in places affected performance in the short-term, the general pattern for data and information monitored by the Council is that levels of resident and customer satisfaction, timeliness and responsiveness, as well as various directorate and service based indicators, have remained positive.
16. It is likely that due to impacts of COVID, a number of the Council Plan indicators will continue to see a change both in terms of their numbers and their direction of travel in future reporting periods. The majority of the performance measures within the Council Plan have a lag between the data being available and the current reporting period and therefore impacts will not be immediately seen, and may occur over several years as new data becomes available.
17. The Executive for the Council Plan (2019-23) agreed a core set of strategic indicators to help monitor the council priorities and these provide the structure for performance updates in this report. The indicators have been grouped around the eight outcome areas included in the Council Plan. Some indicators are not measured on a quarterly basis and the DoT (Direction of Travel) is calculated on the latest three results whether they are annual or quarterly.
18. Relevant performance items around the Council plan topics “Well paid jobs and an inclusive economy”, “Getting around sustainably” and “A Greener and Cleaner City” are reported below, as historically other topics in the Council plan are reported to the other various scrutiny setups.

Well paid jobs and an inclusive economy						
	Previous Data	Latest Data	DoT	Frequency	Benchmarks	Data Next Available
Business Rates - Rateable Value	£255,616,576 (Q1 2022/23)	£254,426,811 (Q2 2022/23)	→	Monthly	Not available	Q3 2022/23 data available in January 2023
Median earnings of residents - Gross Weekly Pay (£)	£572.60 (2020/21)	£597.90 (2021/22)	→	Annual	National Data 2021/22: £613.10 Regional Data 2021/22: £568.50	2022/23 data available in November 2022
% of working age population qualified - to at least L2 and above	83.6% (2020/21)	87.9% (2021/22)	↑ Good	Annual	National Data 2021/22: 78.20%	2022/23 data available in May 2023
% of working age population qualified - to at least L4 and above	46.4% (2020/21)	59.3% (2021/22)	↑ Good	Annual	National Data 2021/22: 43.50% Regional Data 2021/22: 38.0%	2022/23 data available in May 2023
% of vacant city centre shops	7.85% (Q1 2022/23)	8.03% (Q2 2022/23)	↓ Good	Monthly	National Data 2021/22: 14.40%	Q3 2022/23 data available in January 2023
GVA per head (£)	30,465 (2019/20)	28,967 (2020/21)	→	Annual	Regional Rank 2020/21: 2	2021/22 data available in May 2023
% of working age population in employment (16-64)	81.80% (2021/22)	81.60% (Q1 2022/23)	→	Quarterly	National Data Q1 2022/23: 75.20%	Q2 2022/23 data available in February 2023
The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly. All historic data is available via the Open Data Platform						

Business Rates

19. The year to date collection rate for Business Rates up to the end of September 2022 was 60.41% (2.61% above the target collection rate and 12.83% above the collection rate in 2021-22). The year to date collection rate for Council Tax up to the end of September 2022 was 54.75% (1.56% below the target collection rate but 0.40% above the collection rate in 2021-22).

Median earnings of residents – Gross weekly pay

20. In April 2021, the median gross weekly earnings for full-time resident employees in York were £597.90, which is an increase of 4.4% from £572.60 in 2020. Nationally in 2021, gross weekly earnings for full-time employees increased most in the lower paying occupations such as process plant and machine operatives (9.1%) and elementary occupations (7.7%). Skilled trades also saw a large increase (9%) after having the largest decrease between 2019 and 2020 (negative 6.5%) but the highest paying occupations had the smallest increases between 2020 and 2021. Data for 2022-23 will be available in November 2022.

% of working age population qualified – to at least L2 and above

21. In 2021-22, 87.9% of the working age population in York were qualified to at least L2 and above (GCSE grades 9-4), which is higher than the national and regional figures (78.2% and 76.4% respectively). This result ranks the city of York first regionally. The 2021-22 figure has increased from 2020-21 (83.4%). Achieving level 2 is valuable in itself: full level 2

qualification on average results in a 9% increase in earnings. Data for 2022-23 will be available in May 2023.

% of working age population qualified – to at least L4 and above

22. In 2021-22, 59.3% of the working age population in York were qualified to at least L4 and above (certificate of higher education or equivalent), which is higher than the national and regional figures (43.5% and 38.0% respectively). This result ranks the city of York first regionally. The 2021-22 figure is a big increase from 2020-21 (46.4%). Data for 2022-23 will be available in May 2023.

GVA (Gross Value Added) per head (£)

23. In 2020-21 (the latest available data), the GVA per head in York was £28,967 which was the second highest figure regionally. The slight decrease on values from last year (£30,465 or 4.9%) was expected, mainly as a result of the COVID-19 pandemic (GVA per head for the UK fell by 3.8%), but, annually since 2009-10, the GVA per head has generally been increasing (from £25,976 per head).

% of vacant city centre shops compared to other cities

24. Whilst acknowledging that a number of city centre streets and prime commercial locations seem to be experiencing higher vacancy levels than York's average, overall at the end of September 2022, there were 51 vacant shops in the city centre, which equates to 8% of all city centre shops, and is much lower than the national benchmark in 2021-22 of 14.4%.
25. The York figure has not fluctuated a great deal in the past 10 years, with a high of 10.3% in 2017-18. The national benchmark figure had remained stable for a number of years since a high of 12.5% in 2013-14, but the latest figure of 14.4% in 2021-22 is the highest seen since then. Properties in York are owned by different commercial parties and CYC commercial properties have very low levels of vacancies.
26. This measure will continue to be monitored alongside looking at vacancy rates within secondary shopping centres, which are areas that the organisation has a long-term commitment towards investing in, in order to broaden the economic picture of the city. At the end of Q2 2022-23, the vacancy rates within secondary shopping centres were relatively low (9% at Clifton Moor, 0% in Haxby Village and 5% in Acomb High Street). At Monks Cross, the vacancy rate has decreased from 20% in Q1 2022-23 to 13% in Q2 showing a good direction of travel.
27. In the financial year up to the end of September 2022, there were 432 new business start-ups in the City of York Council area, which is higher

than in the previous year (377 by September 2021). The latest figure is at only a slightly lower level to that seen before the pandemic.

% of working age population in employment (16-64)

28. In Q1 2022-23, 81.6% of the working age population were in employment, which is higher than the national and regional figures (75.5% and 74.7% respectively) and the York performance gives the city a ranking of first regionally. The figure for Q1 2022-23 in York is higher than seen in previous years.
29. At the end of September 2022 there were 11,475 people, in York, on Universal Credit which is an increase of 79% compared with February 2020 (pre-pandemic figures). Following a high of 13,236 in February 2021, the figures dropped to a low of 11,054 in May 2022 but they have increased over the last four months.

Getting around sustainably						
	Previous Data	Latest Data	DoT	Frequency	Benchmarks	Data Next Available
P&R Passenger Journeys	0.71m (Prov) (Q1 2022/23)	0.74m (Prov) (Q2 2022/23)	↑ Good	Quarterly	Not available	Q3 2022/23 data available in January 2023
Local bus passenger journeys originating in the authority area (excluding P&R)	2.3m (Prov) (Q1 2022/23)	2.25m (Prov) (Q2 2022/23)	↑ Good	Quarterly	Not available	Q3 2022/23 data available in January 2023
% of road and pathway network that are grade 4 (poor) or grade 5 (very poor) - roadways	22% (2020/21)	22% (2021/22)	→	Annual	Not available	2022/23 data available in November 2022
% of road and pathway network that are grade 4 (poor) or grade 5 (very poor) - pathways	3% (2020/21)	4% (2021/22)	→	Annual	Not available	2022/23 data available in November 2022
Area Wide Traffic Levels (07:00 - 19:00) (Excluding A64) from 2009/10 baseline (2.07m)	1.77m (2019/20)	1.34m (2020/21)	→	Annual	Not available	2021/22 data available in November 2022
Index of cycling activity (12 hour) from 2009 Baseline (31,587)	114.00% (2020)	101.00% (Prov) (2021)	↓ Bad	Annual	Not available	2022 data available in July 2023
Index of pedestrians walking to and from the City Centre (12 hour in and out combined) from 2009/10 Baseline (37,278)	103.00% (2020/21)	103.00% (2021/22)	→	Annual	Not available	2022/23 data available in March 2023
% of customers arriving at York Station by sustainable modes of transport (cycling, walking, taxi or bus - excluding cars, Lift, Motorcycle, Train)	71.90% (2019)	79.40% (2021)	→	Annual	Not available	2022 data available in March 2023
The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly. All historic data is available via the Open Data Platform						

P&R Passenger Journeys

30. Passenger journeys for park and ride customers totalled 0.74m (provisional) for Q2 2022-23. This is slightly higher than the journeys made during Q2 2021-22 showing that the recovery post-covid is continuing. Pre-pandemic figures were around 1.1m in Q2 2019-20.

Local bus passenger journeys

31. Passenger journeys on local buses totalled 2.25m (provisional) for Q2 2022-23. This is an increase on the 1.73m journeys made during Q2 2021-22, showing that the recovery post-covid is continuing. Pre-pandemic figures were around of 2.7m in Q2 2019-20.

**% of ROAD and pathway network that are grade 4 (poor condition) or grade 5 (very poor condition)
- Roadways / Pathways**

32. No update since the Q3 2021-22 Monitor as annual data. Data for 2022-23 will be available in November 2022.

Area Wide Traffic Levels (07:00 -19:00) (Excluding A64)

33. No update since the Q3 2021-22 Monitor as annual data. Data for 2021-22 will be available in November 2022.

Index of cycling activity (12 hour)

34. The data suggests that cycling levels in the 2020s are lower than in the 2010s. There are a number of reasons for this; technical issues with the hardware and software counting system, the impact of the Tour de France and the major effect of the Pandemic on all types of behaviour, including the introduction of furlough and the establishment of working from home as the new normal.
35. Cycling counter data from across the city has been cleaned and anomalies removed, to cleanly calculate results for the last ten years. This recalculation leaves an initial level in 2021 of 101% of the 2009 baseline compared to 114% the previous year. The cleaned data supports the view that there is significantly less commuting, evidenced by AM/PM data having lower peaks at rush hour times. Google mobility statistics capture the increase in leisure-related cycle trips, however due to technical issues with the counters and the placement of these counters on commuter routes, this has not been reflected in CYC numbers.
36. Approximately 10% of the cycle counter network has technical issues. To resolve this the Council is in the process of procuring a robust maintenance process alongside re-engineering processes for the production, quality assurance, analysis and publication of cycling information. All raw data for the last ten years relating to cycle counters is being republished to the Council's Open Data platform during November 2022 to reflect these issues and give a common platform to report on.
37. City of York Council actively promotes cycling and is aware that safety concerns discourage many people from cycling, something highlighted by the feedback to the "Our Big Conversation" consultation around transport. We are taking forward a wide range of projects to address this, improving many cycle routes around York including, the scheme on Tadcaster Road, rebuilding Scarborough Bridge and the new Rufforth – Knapton path. York's Local Plan contains a commitment to spend £4.9m developing cycling infrastructure in York, and high levels of cycling will be important to manage traffic from the developments being taken forward in and around our City. Many of these developments have commitments to provide new cycle routes, or on-road lanes. All of York's major transport projects (dualling the A1237, York Central, rebuilding the area in front of the

railway station and Castle Gateway) include substantial cycle schemes. We are developing a Local Cycling and Walking Infrastructure Plan for York and measures for cycling will be an important part of the Local Transport Strategy, as – more cycling supports York’s ambitions for a greener, cleaner and healthier city.

38. Statistics about walking and cycling in England in 2021 were published during August 2022. The data is based on two main sources, The National Travel Survey and the Active Lives Survey. The picture for York residents remains a positive one with 16% of respondents from York cycling once per week, compared to 9% nationally and 8% regionally. When comparing the latest data in York to the previous year, a shift in activity can be seen which is likely to be a direct effect of changing mobility restrictions and behaviours caused by the pandemic. The percentage of respondents indicating that they cycle for leisure decreased by 5% back to pre-pandemic levels and those indicating that they cycle for travel decreased by 2% (and has not returned to pre-pandemic levels due to more people now working from home).

Index of pedestrians walking to and from the City Centre (12 hour in and out combined)

39. From a baseline in 2009-10 (37,278), there has been a 3% increase in the number of pedestrians walking to and from the city centre in 2021-22. This is the same as in 2020-21 but 8% lower than in 2019-20. Data is gathered on an annual basis over the course of one day; it is a count of pedestrians crossing an inner cordon set just beyond the inner ring road and includes off-road routes such as riverside paths. Data for 2022-23 will be available in March 2023.

% of customers arriving at York Station by sustainable modes of transport (cycling, walking, taxi or bus – excluding cars, lift, motorcycle or train)

40. In 2021, 79% of customers arrived at York station by sustainable modes of transport which is an increase from 72% in 2019 (Due to COVID restrictions on movement, the survey did not take place during 2020, therefore data is not available for this year). The data is gathered by an annual survey which takes place for a five- hour period in seven locations around the station. Members of the public are asked how they arrive at the station and the results are flow weighted to take into account the split of people arriving at each entrance. Data for 2022 will be available in March 2023.

A Greener and Cleaner City						
	Previous Data	Latest Data	DoT	Frequency	Benchmarks	Data Next Available
Percentage of household waste sent for reuse, recycling or composting	43.17% (Prov) (2021/22)	47.14% (Prov) (Q1 2022/23)	➔	Quarterly	National Data 2020/21 42.30%	Q2 2022/23 data available in January 2023
Residual household waste per household (kg/household)	516.61kg (Prov) (2021/22)	125.51kg (Prov) (Q1 2022/23)	➔	Quarterly	National Data 2020/21 552.9kg	Q2 2022/23 data available in January 2023
Incidents - Flytipping /Cleansing(includes dog fouling,litter)/Graffiti - On Public/Private Land	583 (Q1 2022/23) (Flytipping)	677 (Q2 2022/23) (Flytipping)	➔	Monthly	Not available	Q3 2022/23 data available in January 2023
	605 (Q1 2022/23) Cleansing	524 (Q2 2022/23) Cleansing	➔	Monthly	Not available	Q3 2022/23 data available in January 2023
	200 (Q1 2022/23) Graffiti	202 (Q2 2022/23) Graffiti	➔	Monthly	Not available	Q3 2022/23 data available in January 2023
Citywide KPI on air quality (to be created during CP lifespan)	N/A	In development	N/A	TBC	Not available	Indicator to be created during Council Plan lifespan
Carbon emissions across the city (tonnes of carbon dioxide equivalent) - (Calendar Year)	936 (2018)	912 (2019)	➔	Annual	Not available	2020 data available in August 2023
Level of CO2 emissions from council buildings and operations (tonnes of carbon dioxide equivalent)	3,657.56 (2020/21)	3,633.3 (2021/22)	➔	Annual	Not available	2022/23 data available in September 2023
Flood Risk properties assessed at lower level than 2019 baseline	N/A	In development	N/A	TBC	Not available	Indicator to be created during Council Plan lifespan
Number of Trees Planted (CYC)	271 (2020/21)	73 (2021/22)	➔	Annual	Not available	2022/23 data available in April 2023
% of Talkabout panel who think that the council are doing well at improving green spaces	43.26% (2021/22)	42.26% (Q1 2022/23)	➔	Bi-annual	Not available	Q3 2022/23 data available in January 2023
The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly. All historic data is available via the Open Data Platform						

Percentage of household waste sent for reuse, recycling or composting

41. The latest provisional data for the amount of household waste sent for reuse, recycling or composting was 47.1% within Q1 2022-23 which is a slight increase from 46.3% during Q1 2021-22. This is a positive start to the year because this is alongside a reduction of 850 tonnes of overall household waste to 22,000 tonnes.

Residual household waste per household (kg/household)

42. The latest provisional residual waste (i.e. non-recyclable) per household data shows that figures have decreased during Q1 2022-23 to 125.5kg (from 132.4kg in Q1 2021-22). This decrease is due to the reduction in 850 tonnes of overall household waste.

Incidents - Fly tipping / Rubbish / Cleansing (includes dog fouling, litter and all other cleansing cases) / Graffiti – On Public/Private Land

43. The number of service calls received during 2021-22 due to fly-tipping (2,069) had reduced from the 2,277 received during 2020-21. There have been 1,260 calls received during the first six months of 2022-23 suggesting that the figures for 2022-23 may rise above those seen in previous years.

44. The number of service calls received during 2021-22 due to street cleansing (including dog fouling and litter) (2,150) had increased slightly from 1,990 in 2020-21. There have been 1,129 calls received during the first six months of 2022-23 suggesting that the figures are continuing to rise.
45. The number of service calls received due to graffiti decreased from 479 in 2020-21 to 452 in 2021-22. However, due to increased CYC pro-active activity, the figures during the second half of 2021-22 were steadily increasing and figures of 402 for the first six months of 2022-23 suggest overall figures for 2022-23 will be much higher than seen previously.
46. To help tackle graffiti on private property, CYC have entered into a trial with Virgin O2 to assist the cleansing and painting of their utilities boxes. Discussions are currently underway with other utilities providers to extend the trial to their infrastructure, with a number of companies agreeing in principle to move to new arrangements when their existing contracts come to an end.

Air Quality

47. The Public Protection team recently appeared at and provided evidence to the Local Plan hearing regarding the air quality implications of the Local Plan.
48. Public Protection continue to ensure that emissions and air quality impacts from new developments are appropriately assessed and mitigated. Our Low Emission Planning Guidance note has been updated to reflect changes to Building Regulations as outlined in *Approved Document S: Infrastructure for the charging of electric vehicles*. CYC continues to specify electric vehicle charging requirements through the planning process.
49. Public Protection continue the rollout of the DEFRA funded Low Emission Taxi Grant scheme and welcomed further hybrid and electric taxis to the York fleet. Approximately 31% of the York fleet are now using electric or petrol hybrid vehicles.
50. Public Protection has contacted all solid fuel suppliers (Sep 2022) in and around York to remind them of their legal responsibilities with respect to the sale and delivery of solid fuels within CYC's Smoke Control areas. We continue our compliance checks across solid fuel distribution outlets to ensure that all solid fuels being sold are certified as 'Ready to Burn' in line with the Air Quality (Domestic Solid Fuels Standards) (England) Regulations 2020. Public Protection submitted a bid to DEFRA's Air Quality Grant Scheme in September to undertake further promotional

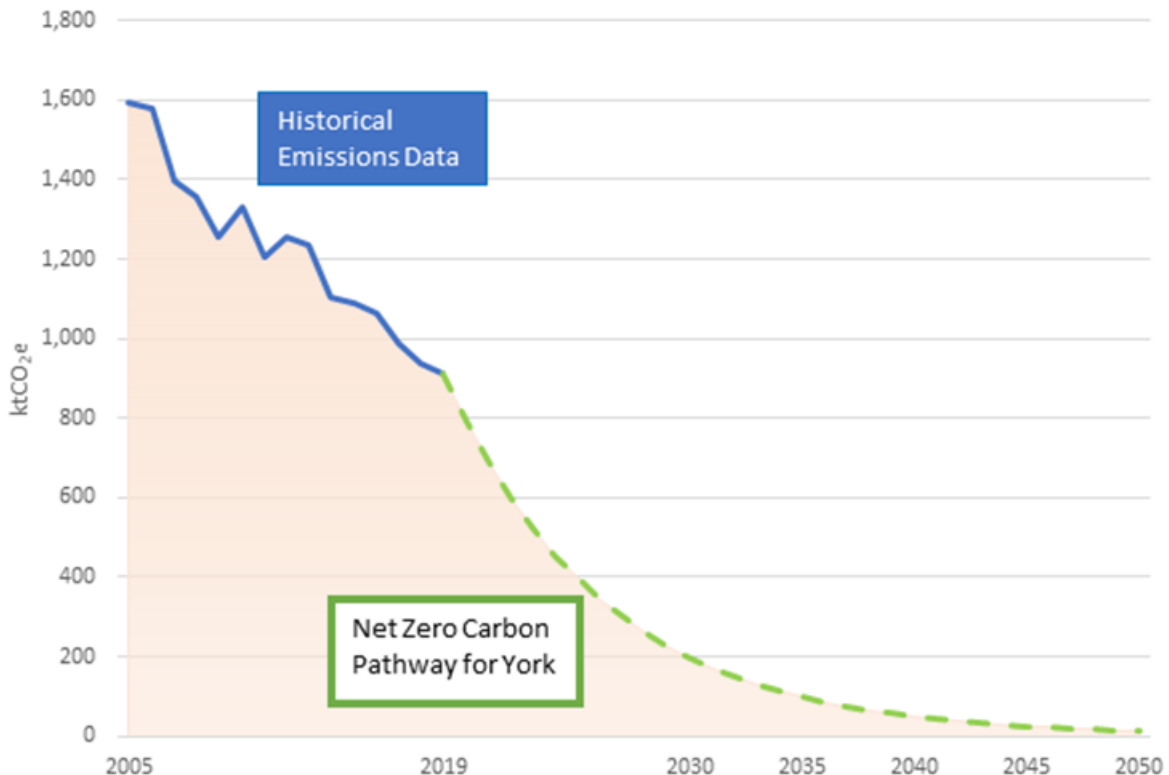
work in 2023 around the links between domestic solid fuel burning, particulate emissions and impacts on health.

51. Our 2022 Air Quality Annual Status report was approved by DEFRA (August 2022) who commented that *‘the report is incredibly detailed and satisfies the criteria of relevant standards. City of York Council should continue with this good quality of work’*. The Annual Status Report details the latest air quality monitoring results for York and progress on achieving measures in York’s current Air Quality Action Plan (AQAP3) to deliver further improvements in air quality. Air quality is improving and pollution is reducing in most of the city and all but three areas now comply with the health-based air quality objectives.

Carbon Emissions

52. Recent figures within the table above should be seen in context of the overall direction of travel as reported within the Climate Change Strategy, in that since 2005, city-wide emissions have fallen by 39% due to a combination of increasingly decarbonised electricity supply, structural change in the economy, and the gradual adoption of more efficient buildings, vehicles and businesses.

Net Zero Carbon Pathway for York from Climate Change Strategy



Trees Planted

53. During 2021-22, there were 73 trees planted, compared to 271 in 2020-21. The trees planted were of the larger variety and included a mix of 20

Limes and Maples along Monks Cross Link Road. Due to the seasonal nature of tree planting, data for 2022-23 will be available in April 2023.

% of Talkabout panel who think that the council and partners are doing well at improving green spaces

54. Talkabout panel surveys are run twice a year in Q1 and Q3 and therefore there is no update in this monitor. Previous data is shown within the table.
55. All performance data (and approximately 1,000 further datasets) within this document is made available in machine-readable format through the Council's open data platform at www.yorkopendata.org under the "performance scorecards" section.

Consultation

56. Not applicable.

Options

57. Not applicable.

Council Plan

58. The information and issues included in this report demonstrate progress on achieving the priorities set out in the Council Plan.

Implications

59. The implications are:
 - **Financial** are contained throughout the main body of the report.
 - **Human Resources (HR)** There are no HR implications related to the recommendations
 - **One Planet Council / Equalities** Whilst there are no specific implications within this report, services undertaken by the council make due consideration of these implications as a matter of course.
 - **Legal** There are no legal implications related to the recommendations
 - **Crime and Disorder** There are no crime and disorder implications related to the recommendations
 - **Information Technology (IT)** There are no IT implications related to the recommendations
 - **Property** There are no property implications related to the recommendations
 - **Other** There are no other implications related to the recommendations

Risk Management

60. An assessment of risks is completed as part of the annual budget setting exercise. These risks are managed effectively through regular reporting and corrective action being taken where necessary and appropriate.

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**Report
Approved**

Date

9 Jan
2023

Wards Affected: All

For further information please contact the authors of the report

Glossary of Abbreviations used in the report:

CYC	City of York Council
DEFRA	Department for Environment, Food and Rural Affairs
GCSE	General Certificate of Secondary Education
GVA	Gross Value Added

Economy and Place Policy and Scrutiny Committee Draft Work Plan

Economy and Place			
E&P	30/01/23	Commissioned	1. Weed Control Update 2. EV Charging Update
E&P	08/03/2023	Committee	1. Highways Maintenance, Capital Programme & Major Development Highways Impacts Update, Scheduling & Planning Report 2. York Civic Trust 9 cities

Possible items

Street Charter/Street Scene Standard

Courier access to the city centre

Council Plan Priorities relating to Economy and Place
Well-paid jobs in an inclusive economy
<ul style="list-style-type: none"> • Develop a new Economic Strategy • Align Make it York and Adult Skills Agenda to Economic Strategy • Promote vocational education and training in sustainable building • Create new commercial space for start-up businesses and small enterprises
Creating Homes and World Class Infrastructure
<ul style="list-style-type: none"> • Progress key developments such as the Community Stadium, York Central, Castle Gateway and Guildhall
Getting Around Sustainably
<ul style="list-style-type: none"> • Review city-wide public transport options and lobby for improvements in rail connectivity • Identify options to move fleet to low/zero carbon • Expand York's electric vehicle charging point network • Work in partnership to deliver low/zero carbon public transport

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