Notice of a public meeting of

Economy, Place, Access and Transport Scrutiny Committee

To:	Councillors K Taylor (Chair), B Burton, J Burton, Fenton, Healey (Vice-Chair), Hook, Whitcroft, Steward, Vassie and Merrett
Date:	Tuesday, 25 March 2025
Time:	5.30 pm
Venue:	West Offices - Station Rise, York YO1 6GA

AGENDA

1. **Apologies for Absence**
To receive and note apologies for absence.

2. **Declarations of Interest** (Pages 5 - 6)
At this point in the meeting, Members and co-opted 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. The disclosure must include the nature of the interest.

3. **Minutes** (Pages 7 - 10)
To approve and sign the minutes of the Economy, Place, Access, and Transport Policy and Scrutiny Committee meetings held on 25 February 2025.

4. **Public Participation**
At this point in the meeting members of the public who have

registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the Committee.

Please note that our registration deadlines are set as 2 working days before the meeting, in order to facilitate the management of public participation at our meetings. The deadline for registering at this meeting **is 5:00pm on Friday 21 March 2025.**

To register to speak please visit www.york.gov.uk/AttendCouncilMeetings to fill in an online registration form. If you have any questions about the registration form or the meeting, please contact Democratic Services. Contact details can be found at the foot of this agenda.

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

During coronavirus, we made some changes to how we ran council meetings, including facilitating remote participation by public speakers. See our updates (www.york.gov.uk/COVIDDemocracy) for more information on meetings and decisions.

Written representations in respect of items on this agenda should be submitted to Democratic Services by 5.00pm on Friday 21 March 2025.

5. Finance and Performance Monitoring Report (Q3) (Pages 11 - 40)

This report sets out the projected 2024/25 financial position and the performance position for the period covering 1 April 2024 to 31 December 2024.

6. Car Parking across the city and the Park and Ride Re -tendering (Pages 41 - 56)

This report covers:

- Parking: covering public, private and Park & Ride provision, income received, usage, impact on closing Castle Car Park on the wider estate, wider aims e.g. shifting to less polluting vehicles, approach taken for busy shopping areas outside of the city-centre (e.g. Haxby, Acomb Front St), residents' parking, and disabled parking; and

- Park and ride retender: Early input into what the Council can ask for.

7. Work Plan (Pages 57 - 60)

Members are asked to consider the Committee's work plan for the 2024/25 municipal year.

8. Urgent Business

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

Democratic Services officer:
Name:
Robert Flintoft
Contact details:
- Telephone – (01904) 555704
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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.

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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)**

Declarations of Interest – guidance for Members

(1) Members must consider their interests, and act according to the following:

Type of Interest	You must
Disclosable Pecuniary Interests	Disclose the interest, not participate in the discussion or vote, and leave the meeting unless you have a dispensation.
Other Registrable Interests (Directly Related) **OR** Non-Registrable Interests (Directly Related)	Disclose the interest; speak on the item only if the public are also allowed to speak, but otherwise not participate in the discussion or vote, and leave the meeting unless you have a dispensation.
Other Registrable Interests (Affects) **OR** Non-Registrable Interests (Affects)	Disclose the interest; remain in the meeting, participate and vote unless the matter affects the financial interest or well-being: (a) to a greater extent than it affects the financial interest or well-being of a majority of inhabitants of the affected ward; and (b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest. In which case, speak on the item only if the public are also allowed to speak, but otherwise do not participate in the discussion or vote, and leave the meeting unless you have a dispensation.

(2) Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.

(3) Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations, and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.

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City of York Council — Committee Minutes

Meeting	Economy, Place, Access and Transport Scrutiny Committee
Date	25 February 2025
Present	Councillors K Taylor (Chair), B Burton, J Burton, Fenton, Healey (Vice-Chair), Hook, Whitcroft, Steward, Vassie and Merrett
In Attendance	Councillor Lomas – Executive Member for Finance, Performance, Major Projects, Human Rights, Equality and Inclusion
Officers Present	Claire Foale – Chief Strategy Officer

44. Apologies for Absence (17:33)

No apologies for absence were received.

45. Declarations of Interest (17:33)

Members were invited to declare at this point in the meeting any personal interests not included on the Register of Interests, any prejudicial interests or any disclosable pecuniary interests they might have in the business on the agenda. None were declared.

46. Minutes (17:33)

Resolved: That the minutes of the last meeting of the committee held on 28 January 2025 be approved and then signed by the Chair as a correct record.

47. Public Participation (17:34)

It was reported that there had been one registration to speak at the meeting under the Council's Public Participation Scheme.

Gwen Swinburn spoke in relation to Agenda item 6 (Work Plan), calling for urgent scrutiny of the economic strategy, including its interaction with the Combined Authority. She also noted the significance of the Council's property assets and suggested that any disposal of these should be scrutinised by Members, and that an annual property performance report should be considered.

48. The Gender Pay Gap in York (17:38)

The committee considered a report summarising key data published on the gender pay gap in York for City of York Council, other large employers in the city, and through pay data for men and women through the Annual Survey of Hours and Earnings (ASHE).

The Chief Strategy Officer provided an overview, and in response to members' questions it was noted that:

- There was a median gender pay gap of 12.5% across the city; the reasons behind the pay gap were complex and included unfair pay practices, cultural bias, the gendered nature of child and elder care in society, and the impact of part-time employment, of which two-thirds was done by women in York.
- Of 43 organisations based in York with 250 or more employees who were required to report annually on their gender pay gap, the Council was one of four with a negative gender pay gap, with women's average pay being higher than men's.
- Members questioned the usefulness of the available data, and it was noted that this was a relatively small sample, based on nationally published data; this was only for organisations based in York and so excluded several major employers in the city which were headquartered elsewhere; while UKSPF data focused on workforce rather than pay.
- It was suggested that collective engagement with large organisations which were not performing well on the gender pay gap would be a positive step, and confirmed that this could be considered as part of work around the upcoming York Human Rights City Network Indicator Report. The Executive Member noted that this would be a crucial piece of work and that there was best practice to share, including from the Council.
- Information on the impact of protected characteristics on the gender pay gap was not nationally collected but the Human Rights Indicator Report would seek to explore the intersectionality of the pay gap and broader reasons for pay disparity. The report could also inform work around pay determination, and conversations with city partners had already taken place around actions on anti-racist practices. It was also noted by one member that many people with disabilities started their own businesses.
- There were 9,000 small and medium-sized enterprises (SMEs) in York who form the backbone of the city's economy but were not

obliged to report gender pay data. Officers would look at options to work with small business networks in the city on this issue. It was noted that work was already done through the Good Business Charter to encourage payment of the real living wage.

- Several employers in the education sector had reported gender pay gaps above the city average; officers would seek further information in relation to the appointment and grading of headteachers, which it was noted would differ between maintained schools and academies.
- The University of York's recent report, 'A New Era for Female Entrepreneurship', was being used to inform work on the York Central site. The report was supported by the Federation of Small Businesses and the Chamber of Commerce.
- There was a twelvefold gap between the highest and lowest paid employees at the Council, although this was far smaller than in many other large organisations. Scrutiny Committee suggested that there would be value in incorporating breakdowns by directorate or department in future reports on the Council's gender pay gap, and noted that there were parts of the Council which were likely more challenging for female employees; and suggested that investigating any correlation between gender and length of service of Council employees could also provide valuable insight.
- Attention was drawn to the negative impact of zero hours contracts on earning potential and security, including in the retail and hospitality sectors. It was noted that trade unions helped hold employers to account over pay practices and that the government was working on abolishing zero hours contracts.

Resolved:

i. To request that ways to improve collective engagement with large businesses across the city which were not currently performing well in relation to their gender pay gaps be considered, and explore what tools might be available to help.

ii. To request increased engagement with small business networks in York to support employers to improve on their gender pay gap performance.

iii. To recommend the Chief Strategy Officer feed back to Human Resources around the issues raised by the committee around Council gender pay data which could be fed into an upcoming report to the Staffing Matters and Urgency Committee.

iv. To note work on the Human Rights Indicator Report included a specific focus on wages and the impact of pay on protected characteristics.

Reason: To support work to improve gender pay gap performance across the city.

49. Work Plan (18:29)

Members considered the committee's work plan for the remainder of the municipal year. Several issues were raised during the discussion including:

- An item on Assets of Community Value had been requested and would be considered at the earliest opportunity.
- It was suggested that an item on the Economy and Access impact of the work being done in relation to the Human Rights Indicator Report could be considered.
- Several members indicated their interest in scrutinising property issues and the disposal of assets, as raised under the Public Participation item; it was noted that an Asset Management Strategy report had been received last year and the chair and vice-chair would liaise with officers around an update on this. The need for any report to address specific issues, such as ways of making the most of existing assets and how far their use contributed to wider equality aims, was emphasised.
- It was noted that the range of bus issues listed on the work plan could form the basis of a future meeting, and that an update on the Combined Authority's direction of travel in relation to transport issues would be of value.
- It was suggested that proposed items on best practice around tourism levies and an update on EV charging could be brought forward.
- A report on council-owned businesses, to explore how local authorities could generate income streams and any opportunities for York to do better in this regard, was also suggested.

Resolved: That the chair and vice-chair liaise with officers to consider suitable items for the committee's upcoming meetings.

Reason: To keep the committee's work plan updated.

Cllr K Taylor, Chair
[The meeting started at 5.32 pm and finished at 6.44 pm].

Agenda Item 5

Economy, Place, Access and Transport Scrutiny Committee **25th March 2025**

Report of the Assistant Director - Finance

2024/25 Finance and Performance Monitor 3

Summary

1. This report sets out the projected 2024/25 financial position and the performance position for the period covering 1 April 2024 to 31 December 2024. This is the third report of the financial year and assesses performance against budgets, including progress in delivering the Council's savings programme.

2. This report outlines the Council's continued challenging financial position with a forecast overspend for 2024/25 of £2.6m which is a huge improvement on the c£11m forecast overspend we have previously seen at this stage in the financial year. The forecast also assumes we can release some earmarked reserves to offset the overall position.

3. However, this is still a forecast overspend and therefore, whilst it is incredibly positive that the position is much improved, there is work still to do to ensure the continued financial resilience of the Council. It remains that the Council cannot afford to keep spending at this level. The general reserve is £6.9m and, whilst we have other earmarked reserves that we could call on if required, continued overspending will quickly see the Council exhaust its reserves.

4. As outlined in previous reports, the existing cost control measures remain in place, and further action is needed to bring spending down to an affordable level, both within the current financial year and over the medium term, to safeguard the Council's financial resilience and stability. The impact that this work is having can be clearly seen in this latest forecast and the Council's track record of delivering savings, along with robust financial management, provides a sound platform to continue to be able to deal with future challenges.

5. If we continue to take action and make any difficult decisions now, this will ensure the future financial stability of the Council and that we can continue to provide services for our residents. It is vital that mitigations are delivered, and the forecast overspend is reduced.

6. Local government continues to be in challenging times, with worsening performance in a number of sectors nationally. The majority of performance indicators chosen to support and monitor the Council Plan in York, continue to show a generally positive and stable trend against this difficult financial picture and shows the hard work from staff, partners and the city to tackle these challenges.

7. This set of indicators are the high-level measurable element of our performance framework, and in newly available data up to Q3 there has been positive performance in areas such as; The survival of **newly born businesses after one year** has been consistently higher in York than national and regional averages, there has been an increase in **net additional homes provided** and **housing consents approved** compared to the same period last year, we have seen a narrowing of the gap, and therefore a **reduction in health inequalities**, between the highest and lowest ward in York for the % of year 6 children recorded as overweight and the number of **households with children in temporary accommodation** continues to be lower than previous years. The % of children achieving a **Good Level of Development** at Foundation Stage continues to be high compared to benchmarks and our **building services indicators** continue to show a positive direction of travel with a high percentage of repairs completed on first visit alongside the low number of void properties.

8. Alongside the Council plan indicators there are a number of areas of positive performance from across the Council. In 2024, over 39,000 eligible households in York subscribed to the new **Garden Waste Subscription scheme**. Work is underway to prepare for the 2025 scheme which will run for the full season from March to December. **Queen Street bridge** was demolished during Q3, and other public spaces are emerging from the ground, with good progress being made on major projects. In order to help young people move around the city, the £1 **bus fare initiative** for 16 to 18 year olds has been used by more than 250,000 young people so far. The Council has recently successfully delivered a **local by-election**, ensuring it delivers on its statutory duties.

9. The Council have placed nearly 300 **migrant children** into York schools this year, highlighting their commitment to support our most vulnerable

residents. **KS4 and KS5 outcomes** remain significantly above average, York has a high proportion of 5 year olds achieving a **good level of development** and the second lowest number of children who receive an **'Elective Home Education'** in the region. There has been a reduction in numbers of Children's Social Care agency staff to zero. The Council recently ran a targeted **Pension Credit campaign** using the Low Income Family Tracker (LIFT) platform to identify eligible residents and maximise their income. To date, the initiative has resulted in 100 pensioner households in York receiving over £662,700 per year in Pension Credit. This campaign has helped combat rising pensioner poverty and adult social care costs.

10. There has been a smooth transfer into the council of an external **homelessness service**. In addition, an extra £87,000 has been secured to support the expected rise in rough sleeping with up to 29 extra emergency beds and additional support this winter. The extra funding reflects the rise in rough sleeping nationally and the funds will contribute to bed and breakfast for rough sleepers with the lowest support needs, other accommodation options as well as extra staffing support.

11. To progress with the changes needed to implement the previously announced **Childcare reforms** to help parents with early years childcare and provide more children with access to high quality early years education, the council has undertaken a deep dive into sufficiency for both early years and wraparound care. Progress reports have been presented to Executive and the Children, Culture and Communities Scrutiny Committee. A report went to the Children, Culture and Communities Scrutiny Committee in November to inform on work taking place to develop a neighbourhood working model as a way of delivering improved outcomes for individuals, communities and the wider system of services in the city. The design principles for the model were approved at Executive in December.

12. In order to improve outcomes for those in need and to manage costs, the council has internally launched a **practice model framework** and assurance forum in adult social care. There has been a transformation in **Healthy Child services**, with the introduction of skill mix teams and the recruitment into specialist roles. The Health Trainer team are the best performing **stop smoking service** in the country, with an over 80% 4-week quit rate (national 57% and regional 65%).

13. We are listening to residents within **Our Big Budget Conversation**, a consultation on budget priorities taking place over 4 stages during 2024-

25. The final stage of the consultation closed at the end of Q3 and asked people to provide thoughts on proposals to help the council balance its budget based on feedback from the previous two stages. York remains committed to improving stock condition and tenant experiences, and results from the 2023-24 Regulator for Social Housing return were published for residents with the current consultation underway.

14. Council Plan Progress Reports, providing an update of activity against each of the plan's seven priorities, will be published on an annual basis and sit alongside a six-monthly snapshot of progress available on the Council's website (https://www.york.gov.uk/council-plan-1/snapshot-progress-council-plan/5). The reports complement the Finance and Performance Monitor, providing a narrative for the steps that the Council is taking to meet its ambitions.

Background

Financial Summary and Mitigation Strategy

15. The current forecast is that there will be an overspend of £2.6m. This is despite the additional budget allocated through the 2024/25 budget process and ongoing action being taken by managers across the Council to try and reduce expenditure. Adult Social Care remains an area of concern, however action is being taken within the directorate to mitigate against this forecast overspend.

16. If the Council continues to spend at the current level, and no action is taken, then we will continue to overspend and will exhaust our reserves and any other available funding. The current level of expenditure is unaffordable and therefore we must continue the work started in the previous financial year to identify and take the necessary actions to reduce expenditure.

17. As outlined in previous reports to Executive, we have continued to see recurring overspends across both Adult and Children's Social Care. However, the underspends and mitigations that have allowed us to balance the budget at year end have generally been one off. Whilst the use of reserves to fund an overspend is appropriate as a one-off measure, it does not remove the need to identify ongoing savings to ensure the overall position is balanced. The budget report considered by Executive in February 2024 also included an assessment of risks associated with the budget, which included the need to secure further savings and effectively manage cost pressures.

18. Members will be aware that the financial position of local government is a national challenge and that the pressures being seen across both Adult and Children's Social Care are not something that is unique to York. Many Councils are experiencing significant financial pressures and struggling to balance their budgets now, so it is vital that we continue the work started last year to reduce our expenditure down to a sustainable level both within the current financial year and over the medium term.

19. Given the scale of the financial challenge, and the expected impact on budgets in future years, it is vital that every effort is made to balance the overall position. It is recognised that this will require difficult decisions to be made to protect services for vulnerable residents. The Financial Strategy report elsewhere on this agenda outlines proposals for balancing the budget in 2025/26.

20. Corporate control measures are in place, but it is possible that they will not deliver the scale of reduction needed within the year. Other savings proposals, including service reductions, may also be needed. Officers will continue to carefully monitor spend, identify further mitigation, and review reserves and other funding to make every effort to reduce this forecast position. However, it is possible that it will not be reduced to the point that the outturn will be within the approved budget. The Council has £6.9m of general reserves that would need to be called on if this were the case. As outlined in previous reports, any use of the general reserve would require additional savings to be made in the following year to replenish the reserve and ensure it remains at the recommended minimum level.

21. The delivery of savings plans continues to be a clear priority for all officers during the year. Corporate Directors and Directors will keep Executive Members informed of progress on a regular basis.

Financial Analysis

22. The Council's net budget is £149m. Following on from previous years, the challenge of delivering savings continues with c£14m to be achieved to reach a balanced budget. The latest forecasts indicate the Council is facing net financial pressures of £2.6m and an overview of this forecast, on a directorate by directorate basis, is outlined in Table 1 below.

Service area	Net budget £'000	2024/25 Q2 Forecast Variation £'000	2024/25 Q3 Forecast Variation £'000
Children & Education	28,659	1,111	994
Adult Social Care & Integration	46,807	3,286	3,608
Transport, Environment & Planning	23,464	-610	-859
Housing & Communities	6,779	790	711
Corporate & Central Services	42,983	-132	-149
Sub Total	**148,692**	**4,445**	**4,305**
Contingency	576	-576	-576
Use of earmarked reserves		-1,089	-1,089
Total including contingency	**149,268**	**2,780**	**2,640**

Table 1: Finance overview

Directorate Analysis

Transport, Environment and Planning

23. The directorate is forecasting an underspend of £859k and the table below summarises the latest forecasts by service area.

	2024/25 Budget £'000	Forecast Outturn Variance £'000	Forecast Outturn Variance %
Transport	7,078	-490	-7
Fleet	-127	0	0
Highways	5,008	-250	-5
Parking Services	-8,348	-58	-1
Waste	14,536	-383	-3
Public Realm	3,422	5	0
Emergency Planning	145	0	0
Planning Services	89	329	366
Public Protection	809	-6	-1
Community Safety	715	-6	-1
Management	137	0	0
TOTAL	**23,464**	**-859**	**-4**

24. Within Transport there was an underspend of £4901k across the service. There is a forecast underspend against the Concessionary Fares budget of £329k as numbers of concessionary passengers have not fully returned to pre pandemic levels although the saving is lower than 2023/24.

25. Car park income at the end of November remains within 1% of budget as transactions have reduced by 7% but income per transaction increased by 12%. These are the same as reported at the last monitor. Total income is c5% higher than 2023/24 in line with budget. Respark and season ticket income are also in line with budget expectations. This will continue to be monitored closely as the budget is c £2m higher than last year.

26. The Waste budget is forecasting to be underspent by £383k compared to budget (-4%). The main variations relate to additional income selling excess tonnage capacity at Allerton Waste Recover Plant (£200k), additional commercial waste income (£60k), and continued strong recycling income levels and trade waste income (£260k). Elsewhere there are underspends forecast within Waste Collection (£42k) and the bulky waste service (£40k).

27. The garden waste subscription service was introduced in August 2024. There have been approximately 39,000 subscribers to the new scheme which has given revenue of £764k which is £136k below budget but given the part year impact, the performance is very strong. The Waste Strategy budget is forecast to be over budget by £148k primarily as there will be costs incurred dealing with he 2025/26 scheme in year.

28. Within the Highways area there is an anticipated further underspend of £250k as electricity prices have reduced for unmetered supply to a lower level than assumed in the budget.

29. Across planning services there is a shortfall in income from building control as the service has at this time very limited staffing resources and primarily only able to provide the statutory service. Should this situation continue to the end of 2024/25 the net reduction in income will be in the region of £277k.

City Development

30. Across City Development Directorate which covers Local Plan, Regeneration and Economy Teams it is assumed that the revenue

budget of £710k will be on target. There are no reported variances at Monitor 3.

Performance – Service Delivery

31. This performance report is based upon the city outcome and council delivery indicators included in the Performance Framework for the Council Plan (2023-2027) which was launched in September 2023. Wider or historic strategic and operational performance information is published quarterly on the Council's open data platform; www.yorkopendata.org.uk

32. The Executive for the Council Plan (2023-2027) agreed a core set of indicators to help monitor the Council priorities and these provide the structure for performance updates in this report. 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.

33. A summary of the city outcome and council delivery indicators by council plan theme are shown in the paragraphs below along with the latest data for all of the core indicator set.

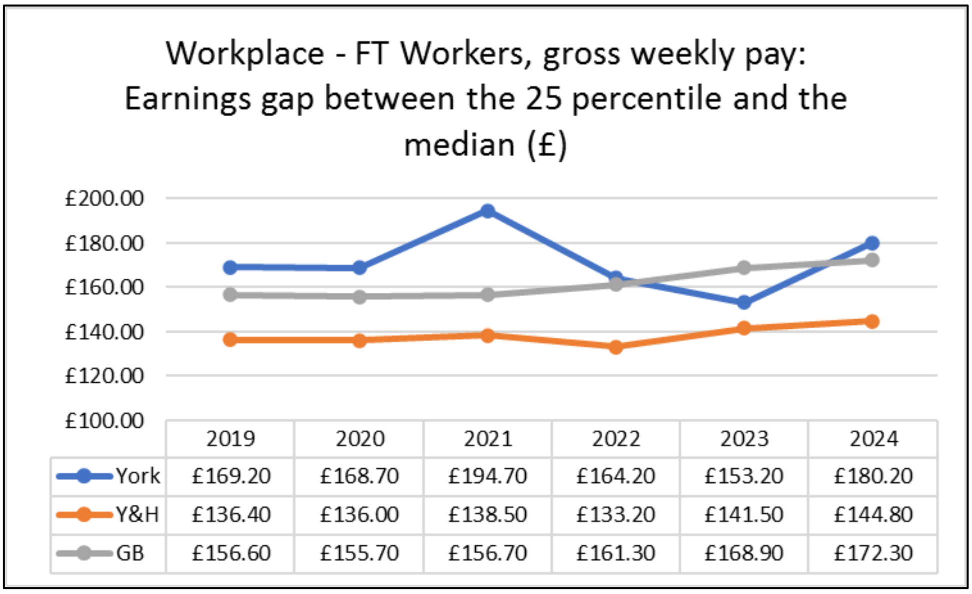
Economy: A fair, thriving, green economy for all (City)						
	Previous Data	Latest Data	DoT	Frequency	Benchmarks	Data Next Available
Universal Credit: Claimants	13,506 (Q2 2024/25)	13,863 (November 2024)	⬆ Bad	Quarterly	Not available	Q3 2024/25 data available in January 2025
Workplace Earnings gap between the 25 percentile and the median (£) (York)	£153.20 (2023/24)	£180.20 (2024/25)	⇨	Annual	Not available	2025/26 data available in December 2025
Housing affordability (median house prices to earnings ratio)	8.85 (2021/22)	9.3 (2022/23)	⬆ Bad	Annual	National Data 2022/23 8.14	2023/24 data available in March 2025
% of vacant city centre shops	7.94% (Q2 2024/25)	7.45% (November 2024)	⇨	Monthly	National Data 2023/24 14%	Q3 2024/25 data available in January 2025
Business Startups - (YTD)	796 (February 2023)	767 (February 2024)	⇨	Quarterly	Not available	TBC
GVA per head (£)	33,571 (2021/22)	37,313 (2022/23)	⬆ Good	Annual	Regional Rank 2022/23: 2	2023/24 data available in May 2025
% of working age population in employment (16-64)	78.0% (2023/24)	77.8% (Q1 2024/25)	⇨	Quarterly	National Data Q1 2024/25 75.50%	Q2 2024/25 data available in January 2025
% of Total Employees working for an Accredited Good Business Charter employer	13.4% (2022/23)	13.5% (2023/24)	⇨	Annual	Not available	2024/25 data available in November 2025
% of Total Employees working for an Accredited Living Wage employer	16% (2022/23)	16.4% (2023/24)	⇨	Annual	Not available	2024/25 data available in November 2025
Survival of Newly Born Businesses post 1 year	94.40% (2021/22)	93.90% (2022/23)	⇨	Annual	Not available	2023/24 data available in November 2025

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

34. **Universal Credit Claimants –** At the end of November 2024 there were 13,863 people, in York, on Universal Credit. Although this is the highest figure to date, surpassing the previous high of 13,236 in February 2021, it is low compared to the region or nationally, and represents 10% of the working population in York, compared to 19% regionally and 17% nationally. The figures dropped to a low of 11,054 in May 2022 but they have steadily increased since then. This is a mixture of increased claimants and people who have been migrating over from other legacy benefits (Tax Credits, Housing Benefit, Income Support, Jobseeker's Allowance and Income-related Employment and Support Allowance), with the picture becoming clearer in 2025 as DWP expects/plans for all people on these legacy benefits to have moved over to Universal Credit in the year.

35. There are two types of claimant: those in employment and those not. Both types have been gradually increasing in the last 12 months with the number of those not in employment increasing as claimants of legacy benefits are migrated across to Universal Credit. The increase in the number of those in employment may be attributed to a higher percentage of part time workers (27.9% in York, 23.6% regionally and 23.4% nationally). In the region, York has the 2nd highest number of part time workers and the highest number of claimants in employment but the lowest proportion of claimants not in employment.

36. **Earnings gap between the 25 percentile and the median (£) –** In York, the latest figures suggest that median earnings have increased by 8.6% and the 25 percentile earnings have increased by 6.0%, and this means that the earnings gap has increased by 17.6%, in 2024, to £180.20. This is the highest gap since 2021. Nationally, there has been an increase of 2.3% to £172.30 and regionally an increase of 2.0% to £144.80.



	2019	2020	2021	2022	2023	2024
York	£169.20	£168.70	£194.70	£164.20	£153.20	£180.20
Y&H	£136.40	£136.00	£138.50	£133.20	£141.50	£144.80
GB	£156.60	£155.70	£156.70	£161.30	£168.90	£172.30

37. **Housing affordability (median house prices to earnings ratio) –** Owning a home in York remains largely unaffordable. In 2023, full-time employees, in York, could expect to spend around 9.3 times their annual earnings buying a home, compared to 8.3 times annual earnings in England and 6.1 times annual earnings in the region. In York this has increased by 3.8% on last year whilst at the national and regional level, these ratios are similar to 2022, and represent a return to the pre-coronavirus (COVID-19) pandemic trend. Data for 2023-24 will be available in March 2025.

38. **% of vacant city centre shops –** At the end of November 2024, there were 47 vacant shops in the city centre which equates to 7.45% of all city centre shops. This is 10 shops lower than at the same point in 2023 and much lower than the latest national benchmark in 2023-24 of 14%. The York figures have remained stable for a number of years.

39. **Business start ups –** Figures for 2022-23 showed 870 new business start-ups for York, which is higher than in the previous year (746 in 2021-22). The York figure is at only a slightly lower level to that seen before the pandemic (932 in 2019-20). The year to date figure up to the end of February 2024 of 767 new start ups is at a similar level to last year. The monthly figures for business start ups in York came from a regionally paid for dataset but this has now come to an end. Alternative sources of this information are being sought.

40. **GVA per head (£) –** In 2022-23, the GVA per head in York was £37,313 which was the second highest figure regionally. This latest figure is an increase from last year (£33,571). Annually since 2009-10, the GVA per

head has generally been increasing (from £25,976 per head). Data for 2023-24 will be available in May 2025.

41. **% of working age population in employment (16-64) –** In Q1 2024-25, 77.8% of the working age population were in employment, which is higher than the national and regional figures (75.5% and 73.1% respectively) and the York performance gives the city a ranking of second regionally. The figure for Q1 2024-25 in York remains fairly high overall but is lower than the figures seen for the previous two years.

42. **% of Total Employees working for an Accredited Living Wage/Good Business Charter employer –** 16% of employees worked for an Accredited Living Wage employer and 13.5% worked for an Accredited Good Business Charter employer in 2023-24, which are at the same level as last year.

43. **Survival of Newly Born Businesses post 1 year –** In York, 175 businesses were created in Q3 2023-24, down 3% on a year ago. There were 160 business closures in the same quarter, which is 3% higher than in 2022-23. The survival rate post 1 year has been consistently around 94% in York for the last 4 years, with the latest figure of 93.9%. The York figures have been consistently higher than the National and Regional rates (92.3% and 91.7% respectively).

Transport: Sustainable accessible transport for all (City)						
	Previous Data	Latest Data	DoT	Frequency	Benchmarks	Data Next Available
P&R Passenger Journeys	2m (YTD Dec 21)	2.4m (Prov) (YTD Dec 22)	Good	Quarterly	Not available	TBC
Local bus passenger journeys originating in the authority area (excluding P&R)	5.54m (YTD Dec 22)	7.26m (Prov) (YTD Dec 22)	Good	Quarterly	Not available	TBC
Area Wide Traffic Levels (07:00 - 19:00) (Excluding A64) from 2009/10 baseline (2.09m)	2.08m (2022/23)	2.02m (2023/24)		Annual	Not available	2024/25 data available in September 2025
Index of cycling activity (12 hour) from 2009 Baseline (31,587)	115.00% (2022)	113.00% (2023)		Annual	Not available	2024 data available in June 2025
Index of pedestrians walking to and from the City Centre (12 hour in and out combined) from 2009/10 Baseline (37,278)	124.00% (2022)	125.00% (2023)		Annual	Not available	2024 data available in September 2025
% of customers arriving at York Station by sustainable modes of transport (cycling, walking, taxi or bus - excluding cars, Lift,	60% (2022)	78% (2023)		Annual	Not available	2024 data available June 2025
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						

44. **Area Wide Traffic Levels –** Between 2011-12 and 2016-17, the number of vehicles on the city's roads increased year on year to a high of 2.2

million. Following this, the numbers decreased to a low of 1.75m in 2020-21. However, the covid pandemic brought with it numerous national lockdowns and local restrictions so the decrease in traffic levels was to be expected. Since then, figures had increased to 2.08m in 2022-23 although the latest figures show a slight reduction to 2.02m vehicles in 2023-24.

45. **Index of Cycling activity –** Prior to the pandemic, cycling levels in the city were around 41% (2019) above the baseline taken in 2009. The latest data shows that cycling levels in 2023 were 13% above the baseline. The pandemic had a huge effect on how people travel around, and how much they travel. Other cities with high levels of cycling have also seen falls in activity. In York, cycling levels appear to have fallen because of a decline in commuting (as a result of more working from home), although travel patterns are still settling down. York has a strong walking and cycling heritage, but if we are to achieve our climate and traffic reduction targets and see a long-term, sustainable increase in rates of cycling, we need to enable more people to choose the bicycle as the primary way of getting around. There is much more to be done to encourage even more people towards riding, wheeling and walking in the future, and we have recently carried out an extensive consultation to better understand what changes we can make to help support residents to make the change to cycling, and how we can support our cycling communities. Data for 2024 will be available in 2025.

46. **Index of pedestrians walking to and from the City Centre –** From a baseline in 2009-10 (36,919), there has been a 25% increase in the number of pedestrians walking to and from the city centre in 2023-24. This is 1%pt higher than in 2022-23 and remains high compared to previous years. 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.

47. **% of customers arriving at York station by sustainable modes of transport –** In 2023, 78% of customers arrived at York station by sustainable modes of transport which is an increase from 60% in 2022 (the survey was delayed in 2022 so didn’t take place until January 2023 which may have affected the result, and in addition, two of the usual counting locations were missed which may explain the lower than usual percentage). The data is usually 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 2024 will be available in mid 2025.

Transport: Sustainable accessible transport for all (Council)						
	Previous Data	Latest Data	DoT	Frequency	Benchmarks	Data Next Available
The number of CYC electric vehicle recharging points in York	103 (Q2 2024/25)	103 (Q3 2024/25)	⇨	Quarterly	Not available	Q4 2024/25 data available in April 2025
% of Principal roads where maintenance should be considered (Local Recording)	11% (2021/22)	11% (2023/24)	⇨	Annual	Not available	2024/25 data available in June 2025
% of Principal roads where maintenance should be considered (Scanner - NI - 130-01)	NC	2% (2023/24)	⇨	Annual	National Data (Scanner DfT Comparison) 2023/24 4%	2024/25 data available in June 2025
% of Non-principal classified roads where maintenance should be considered (Local Recording)	23% (2021/22)	25% (2023/24)	⇨	Annual	Not available	2024/25 data available in June 2025
% of Non-principal classified roads where maintenance should be considered (Scanner - NI 130-02)	NC	4% (2023/24)	⇨	Annual	National Data (Scanner DfT Comparison) 2023/24 7%	2024/25 data available in June 2025
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						

48. **The number of CYC electric vehicle recharging points -** There were 103 CYC electric recharging points at the end of Q3 2024-25, which is the same as at the same point in the previous year.

49. When looking at all providers of EV charging, the latest data collated by ZapMap, a charging locator app, shows that for York the total number of publicly available charging devices (all speeds) was 146 at the end of Q1 2024-25 which is a reduction from 221 at Q1 2023-24. The number of those which were rapid chargers was 36 at the end of Q1 2024-25 which is a reduction from 42 at Q1 2023-24. A charging device may have more than one connecter and be able to charge more than one vehicle at a time so the figures do not show total charging capacity but are an indication of and can be used to compare York to national and regional rates. The rate of devices available (all speeds) per 100,000 population was 71.4 for York compared to 55.9 Regionally and 97.4 Nationally.

50. **% of Principal/Non-principal roads where maintenance should be considered –** In 2023-24, the percentage of principal roads in York, from local figures, where maintenance should be considered was 11% (the same as in 2021-22). There are two processes for collecting this indicator, a local one for providing the figures above, and a one-off SCANNER survey which is used by the DfT for benchmarking. The latest York figure for SCANNER is 2% for principal roads and this is slightly lower than the latest available benchmarks in 2023-24 (National average 4% and Regional average 3%).

51. The percentage of non-principal roads in York, from local figures, where maintenance should be considered was 25% in 2023-24 (slightly higher than 23% in 2021-22). Like the above indicator, there are two processes for collecting this indicator, a local one for providing the figures above, and a one-off SCANNER survey which is used by the DfT for benchmarking. The latest York figure for SCANNER is 4% for non-principal roads which is lower than the latest benchmarks in 2023-24 (National average 7% and Regional average 4%). Data for 2024-25 will be available in June 2025. Please note SCANNER surveys were not carried out in York in 2021-22 and 2022-23.

Housing: Increasing the supply of affordable housing (City)						
	Previous Data	Latest Data	DoT	Frequency	Benchmarks	Data Next Available
Net Additional Homes Provided - (YTD)	152 (as at Q2 2023/24)	339 (as at Q2 2024/25)	⇧ Good	Bi-annual	Not available	2024/25 full-year data available in June 2025
Net Housing Consents - (YTD)	324 (as at Q2 2023/24)	383 (as at Q2 2024/25)	⇧ Good	Bi-annual	Not available	2024/25 full-year data available in June 2025
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						

52. **Net Additional Homes –** Between 1st April 2024 and 30th September 2024, a total of **398 net additional homes** were completed. This total comprises two elements:

- There has been a total of 339 net housing completions. This represents more than double the number of housing completions compared to the same monitoring period last year. The main features of the housing completions that were carried out are:
    - 309 homes (91.2%) were completed on housing sites (Use Class 3).
    - 243 homes (71.7%) resulted from the change of use of other buildings to residential use. The Cocoa Works site provided 172 of these properties.
    - A total of 99 new build homes (29.2%) were completed.
    - 4 homes were demolished during the monitoring period.
    - Individual sites that saw the construction of five or less dwellings contributed just 37 (10.9%) additional homes.
    - The most significant individual sites providing housing completions (Use Class C3) over the monitoring period have been 172 flats at the Cocoa Works, Haxby Road (Phase 1 Blocks A and B), Cherry Tree House (48), 218 Fifth Avenue (48), Germany Beck (16), Former Civil Service Club,

Boroughbridge Road (11) and the former York City Football Club, Bootham Crescent.

- In addition to the 339 net additional homes completed, four care home developments were built during the monitoring period resulting in a net increase of 107 bedspaces. Using the nationally set ratio for communal establishments, this equates to a further **59 completed homes.**

53. **Net Housing Consents –** Planning applications determined during the half year monitoring period of 1st April 2024 to 30th September 2024 resulted in the approval of **383 net additional homes** and represents an increase of almost sixty approved homes compared to last year's update covering the equivalent monitoring period.

54. The main features of the housing approvals are:

- 272 of all net homes consented (71%) were granted on traditional housing sites (Use Class C3).
- Sites granted approval on traditional housing sites (Use Class C3) included Station Yard, Wheldrake (139), Land at Moor Lane, Copmanthorpe (75), whilst the site at Hospital Fields Road & Ordnance Lane was granted consent for an additional 16 homes compared to its earlier approval for 85 homes. A further 36 homes were approved on sites of 5 homes or less.
- The Enterprise Rent-a-Car site at 15 Foss Islands Road was granted consent for 133 privately managed student accommodation studio flats.
- Two previously approved sites at Huntington South Moor New Lane Huntington (-20) and Chelmsford Place Fulford Road (-4) resulted in a total loss of 24 homes compared to their original consents.
    - During the monitoring period, a further 282 homes were approved by Planning Committee through a resolution to grant planning permission subject to the execution of a section 106 agreement and recommended conditions. These sites are at draft housing allocation ST4: Land adjacent to Hull Road (162) and the Retreat, 107 Heslington Road (120). These sites are still awaiting full approval.

55. **Housing Affordability: Private Sector Rents**
The latest data the Council have accessed to was previously provided to the committee and included within the Housing affordability profiles produced annually at https://data.yorkopendata.org/dataset/housing-

affordability-summary. We may have to consider other sources for this information as the source of this data, the Valuation Office, is consulting on whether to discontinue this dataset.

When looking at other data currently available to the council on private sector rents the following can be seen:

- The average private rent across all property types was £937 per month for York during 2022-23 compared to £960 Nationally and £709 Regionally. This was an increase for York from £868 the previous year and increases could also be seen in the national and regional figures.
- An average monthly private rent for a two-bed property is 32.78% of the median monthly salary of a person in York compared to 30.82% Nationally and 25.21% Regionally.
- These measures can be found on the supporting scrutiny scorecard with 2023-24 updates due by the current year-end.

Sustainability: Cutting carbon, enhancing the environment for our future (City)						
	Previous Data	Latest Data	DoT	Frequency	Benchmarks	Data Next Available
Percentage of household waste sent for reuse, recycling or composting	46.45% (Prov) (Q1 2023/24)	45.39% (Prov) (Q1 2024/25)	⇨	Quarterly	National Data 2022/23 41.70%	Q2 2024/25 data available in January 2025
% of Talkabout panel satisfied with their local area as a place to live	81.00% (Q1 2024/25)	80.44% (Q3 2024/25)	⇨	Bi-annual	Community Life Survey 2023/24 74%	Q1 2025/26 data available in July 2025
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						

56. **Percentage of household waste sent for reuse, recycling or composting –** The latest provisional data for the amount of household waste sent for reuse, recycling or composting was 44.8% within Q1 2024-25, which is a decrease from 46.4% during Q1 2023-24. The figures are broadly similar for total household waste collected (246.2kg per household from the same time last year (246.7kg)), reuse, recycling or composting waste per household (110kg from 111kg in 2023-24) and residual (approx. non-recycling) household waste has remained at 136kg per household. The increase in the number of households accounts for the decrease in the overall recycling figures.

57. **% of Talkabout panel satisfied with their local area as a place to live –** The second biannual resident satisfaction survey taken by the Talkabout panel took place during Q3 2024-25. Results from the Q3 2024-25 Talkabout survey showed that 80% of the panel were satisfied with York as a place to live, a five percentage point decrease from the previous survey, returning to the same level as Q3 2023-24. 80% were satisfied

with their local area, consistent with results from Q3 2023-24, and consistently higher than the average from the Community Life Survey, which recorded the lowest level of satisfaction since the survey began in 2013-14, at 74%.

Sustainability: Cutting carbon, enhancing the environment for our future (Council)						
	Previous Data	Latest Data	DoT	Frequency	Benchmarks	Data Next Available
Level of CO2 emissions from council buildings and operations (tonnes of carbon dioxide equivalent)	3,462.4 (2022/23)	3,309 (2023/24)	⇩ Good	Annual	Not available	2024/25 data available in November 2025
Number of trees planted (CYC)	1,099 (2022/23)	1,240 (2023/24)	⇧ Good	Annual	Not available	2024/25 data avilable in May 2025
% of Talkabout panel who think that the council are doing well at improving green spaces	36.70% (Q1 2024/25)	37.50% (Q3 2024/25)	⇨	Bi-annual	Not available	Q1 2025/26 data available in July 2025
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						

58. **Level of CO2 emissions across the city and from council buildings and operations –** Emissions associated with council operations have been reducing across every category we measure, due to the work underway to improve the energy efficiency of our buildings and fleet electrification. However, improvements to the scope and accuracy of our reporting methodology mean that new emissions are now being recorded, resulting in an overall increase in reported operational emissions. Fully understanding our emissions is an important step in managing and mitigation our impact. Further details are available here: https://democracy.york.gov.uk/documents/s179414/Report.pdf. City-wide emissions have experienced a small increase in 2021, following post-covid restrictions. While this rebound is not unexpected, emissions have not returned to pre-covid levels following the long-term trend of emissions reduction since 2005. The rate of reduction over this time, however, is not sufficient to meet our net zero by 2030 ambition and significant emissions reductions are needed over the remaining years. Further details are available here: https://democracy.york.gov.uk/documents/s179439/EMDS_City%20Wide%20Emissions%202024.pdf

59. **Number of trees planted (CYC) –** During 2023-24, CYC planted 40 standard trees in the city's parks and on highways. In addition, 1,200 trees (whips) were planted by the council's 'York Green Streets' project, fully funded by a grant from White Rose Forest (secured in February 2024) including three years aftercare to support successful establishment. This forms part of the Council Plan 2023-2028 commitment to support

biodiversity and nature by planting 4,000 new trees. The YGS project team is itself 100% externally funded by a £150,000 Forestry Commission grant to 31 March 2025. A further £40,000 has been secured from DEFRA to plant two new micro-woods in York's urban area in the 2024-25 planting season in Holgate and Clifton Without wards.

60. Full year data for 2024-25 will not be available until May 2025, but numbers are likely to be comparable to last year as York Green Streets planted c1,800 trees (whips and standards) in April 2024.

61. **% of Talkabout panel who think that the council are doing well at improving green spaces –** The results for Q3 2024-25 showed that 38% of respondents agreed the Council and its partners are doing well at improving green spaces, consistent with results from Q1 2024-25.

How the Council will operate (Council)						
	Previous Data	Latest Data	DoT	Frequency	Benchmarks	Data Next Available
The % of the Talkabout panel reporting an 'excellent' experience when they last contacted the council about a service	11.07% (Q1 2024/25)	11.36% (Q3 2024/25)	⇨	Quarterly	Not available	Q1 2025/26 data available in July 2025
The % of the Talkabout panel reporting a 'good' experience when they last contacted the council about a service	29.07% (Q1 2024/25)	27.76% (Q3 2024/25)	⇨	Quarterly	Not available	Q1 2025/26 data available in July 2025
The % of the Talkabout panel reporting a 'satisfactory' experience when they last contacted the council about a service	37.02% (Q1 2024/25)	38.17% (Q3 2024/25)	⇨	Quarterly	Not available	Q1 2025/26 data available in July 2025
The % of the Talkabout panel reporting a 'poor' experience when they last contacted the council about a service	22.84% (Q1 2024/25)	22.71% (Q3 2024/25)	⇨	Quarterly	Not available	Q1 2025/26 data available in July 2025
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						

62. **% of the Talkabout panel reporting an excellent, good, satisfactory or poor experience when they last contacted the council about a service –** The results for this indicator for Q3 2024-25 show that the majority of the panel report having a 'good' (28%) or 'satisfactory' (38%) experience when they last contacted the Council, with 11% reporting an 'excellent' experience and 23% reporting a 'poor' experience, consistent with Q1 2024-25.

Consultation

63. Not applicable.

Options

64. Not applicable.

Analysis

65. Not applicable.

Council Plan

66. Not applicable.

Implications

67. The recommendations in the report potentially have implications across several areas. However, at this stage

- **Financial implications** are contained throughout the main body of the report. The actions and recommendations contained in this report should ensure the continued financial stability and resilience of the Council both in the current year and in future years.
- **Human Resources (HR),** there are no direct implications related to the recommendations.
- **Legal** The Council is under a statutory obligation to set a balanced budget on an annual basis. Under the Local Government Act 2003 it is required to monitor its budget during the financial year and take remedial action to address overspending and/or shortfalls of income.
- **Procurement**, there are no specific procurement implications to this report.
- **Health and Wellbeing**, there are no direct implications related to the recommendations.
- **Environment and Climate action**, there are no direct implications related to the recommendations.
- **Affordability**, there are no direct implications related to the recommendations.
- **Equalities and Human Rights**, there are no direct implications related to the recommendations.
- **Data Protection and Privacy,** there are no implications related to the recommendations.

- **Communications**, there are no direct implications related to the recommendations.
- **Economy**, there are no direct implications related to the recommendations.

Risk Management

68. 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.

69. The current financial position represents a significant risk to the Council's financial viability and therefore to ongoing service delivery. It is important to ensure that the mitigations and decisions outlined in this paper are delivered and that the overspend is reduced.

Recommendations

70. The Committee is asked to:
    a. Note the finance and performance information.
    b. Note that work will continue on identifying the savings needed to fully mitigate the forecast overspend.

Reason: to ensure expenditure is kept within the approved budget.

Contact Details

Author:	**Chief Officer Responsible for the report:**
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Ian Cunningham Head of Business Intelligence Ext 5749	**Report Approved** ✓ **Date** 17/03/2025

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

For further information please contact the author of the report

Background Papers: None.

Annexes: EPAT Q3 24-25 Scrutiny Committee Scorecard

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Scrutiny - Economy, Place, Access and Transport 2024/2025

No of Indicators = 82 | Direction of Travel (DoT) shows the trend of how an indicator is performing against its Polarity over time.

Produced by the Business Intelligence Hub January 2025

				Previous Years			2024/2025						
			Collection Frequency	2021/2022	2022/2023	2023/2024	Q1	Q2	Q3	Q4	Target	Polarity	DOT
01. Benefits	CJGE06	JSA Claimants: % of Working Age Population (16-64)	Monthly	0.10%	0.10%	0.10%	0.10%	0.10%	-	-	-	Up is Bad	Neutral
		Benchmark - National Data	Monthly	0.30%	0.20%	0.20%	0.20%	0.20%	-	-	-		
		Benchmark - Regional Data	Monthly	0.30%	0.30%	0.30%	0.20%	0.20%	-	-	-		
		Regional Rank (Rank out of 15)	Monthly	1	1	1	1	1	-	-	-		
	CJGE130	Universal Credit Claimants	Monthly	11,103	11,524	13,258	13,250	13,506	-	-	-	Up is Bad	Neutral
	CJGE151	JSA and UC (Out of Work) % of working age population (16 - 64)	Monthly	2.00%	1.70%	1.80%	1.70%	1.90%	-	-	-	Up is Bad	Red
		Benchmark - National Data	Monthly	4.20%	3.80%	3.90%	3.90%	4.20%	-	-	-		
		Benchmark - Regional Data	Monthly	4.50%	4.20%	4.30%	4.40%	4.70%	-	-	-		
		Regional Rank (Rank out of 15)	Monthly	1	1	1	1	1	-	-	-		
02. Employment and Skills	CJGE03	York's unemployment rate below the national (%pt) - (Snapshot)	Quarterly	1.50%	1.60%	1.40%	1.50%	-	-	-	-	Up is Good	Neutral
	CJGE05	% of Part time employees	Quarterly	23.00%	29.30%	29.80%	27.90%	-	-	-	-	Up is Bad	Neutral
		Benchmark - National Data	Quarterly	23.20%	23.60%	23.60%	23.40%	-	-	-	-		
		Benchmark - Regional Data	Quarterly	24.50%	25.90%	25.00%	23.60%	-	-	-	-		
		Regional Rank (Rank out of 15)	Quarterly	4	12	13	13	-	-	-	-		
	CJGE17	% of working age population qualified - No qualifications (New methodology from 2022/23)	Annual	3.70%	3.00%	4.90%	-	-	-	-	-	Up is Bad	Red
		Benchmark - National Data	Annual	6.60%	6.80%	6.50%	-	-	-	-	-		
		Benchmark - Regional Data	Annual	7.80%	8.00%	7.60%	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	1	1	4	-	-	-	-	-		
	CJGE18	% of working age population qualified - to at least L2 and above (New methodology from 2022/23)	Annual	87.90%	94.20%	90.00%	-	-	-	-	-	Up is Good	Neutral
		Benchmark - National Data	Annual	78.20%	85.80%	86.50%	-	-	-	-	-		
		Benchmark - Regional Data	Annual	76.40%	84.50%	85.10%	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	1	1	1	-	-	-	-	-		
	CJGE20	% of working age population qualified - to at least L4 and above (New methodology from 2022/23)	Annual	59.30%	60.30%	53.80%	-	-	-	-	-	Up is Good	Neutral
		Benchmark - National Data	Annual	43.50%	45.70%	47.30%	-	-	-	-	-		
		Benchmark - Regional Data	Annual	38.00%	38.90%	41.20%	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	1	3	4	-	-	-	-	-		
	CJGE71	Employment Rate (%) (Male)	Quarterly	85.90%	85.10%	79.10%	79.50%	-	-	-	-	Up is Good	Neutral
		Regional Rank (Rank out of 15)	Quarterly	1	2	5	5	-	-	-	-		
	CJGE72	Employment Rate (%) (Female)	Quarterly	77.80%	82.10%	76.80%	76.00%	-	-	-	-	Up is Good	Neutral
		Regional Rank (Rank out of 15)	Quarterly	1	1	2	2	-	-	-	-		

				Previous Years			2024/2025						
			Collection Frequency	2021/2022	2022/2023	2023/2024	Q1	Q2	Q3	Q4	Target	Polarity	DOT
	emp1	% of working age population in employment (16-64)	Quarterly	81.80%	83.60%	78.00%	77.80%	-	-	-	-	Up is Good	◀▶ Neutral
		Regional Rank (Rank out of 15)	Quarterly	1	1	2	2	-	-	-	-		
03. Business	BLW01	% of Total Employees working for an Accredited Living Wage employer	Annual	14.50%	16.00%	16.40%	-	-	-	-	-	Neutral	◀▶ Neutral
	CJGE23	% of vacant shops - City Centre	Monthly	8.49%	8.50%	8.87%	8.40%	7.94%	-	-	-	Up is Bad	◀▶ Neutral
		Benchmark - National Data (Local Data Company)	Annual	14.40%	13.80%	14.00%	-	-	-	-	-		
	CJGE29	Business Deaths	Quarterly	805	760	(Avail Jan 2025)	-	-	-	-	-	Up is Bad	◀▶ Neutral
		Regional Rank (Rank out of 15)	Quarterly	13	13	(Avail Jan 2025)	-	-	-	-	-		
	CJGE32	Business Startups - (YTD)	Discontinued	746	870	NA	-	-	-	-	-	Up is Good	◀▶ Neutral
	CJGE33	GVA per head (balanced calculations) (£)	Annual	33,571	37,313	(Avail Apr 2025)	-	-	-	-	-	Up is Good	◀▶ Neutral
		Regional Rank (Rank out of 12)	Annual	2	2	(Avail Apr 2025)	-	-	-	-	-		
	CJGE34	Total GVA (balanced calculations) (£ billion)	Annual	6.78	7.63	(Avail Apr 2025)	-	-	-	-	-	Up is Good	◀▶ Neutral
		Regional Rank (Rank out of 11)	Annual	10	10	(Avail Apr 2025)	-	-	-	-	-		
	GWC01	% of Total Employees working for an Accredited Good Business Charter employer	Annual	12.10%	13.40%	13.50%	-	-	-	-	-	Neutral	◀▶ Neutral
	NBB01	Survival of Newly Born Businesses post 1 year	Annual	94.40%	93.90%	Due 2025	-	-	-	-	-	Up is Good	◀▶ Neutral
		Benchmark: Post 2 years	Annual	69.40%	Due 2025	Due 2026	-	-	-	-	-	Neutral	◀▶
		Benchmark: Post 3 years	Annual	Due 2025	Due 2026	Due 2027	-	-	-	-	-	Neutral	◀▶
04. Earnings	CJGE14	Median earnings of residents - Gross Weekly Pay (£)	Annual	£597.90	£611	£651.80	-	-	-	-	-	Up is Good	▲ Green
		Benchmark - National Data	Annual	£613.10	£644.70	£689.70	-	-	-	-	-		
		Benchmark - Regional Data	Annual	£568.50	£594.50	£634.70	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	1	1	1	-	-	-	-	-		
	CJGE16	Earnings gap between the 25 percentile and the median (£) (York)	Annual	£194.70	£164.20	£153.20	-	-	-	-	-	Up is Bad	◀▶ Neutral
	CJGE68	Median earnings of residents - Gross Weekly Pay (£) - Gender Pay Gap	Annual	£146.60	£44.70	£84.90	-	-	-	-	-	Up is Bad	▲ Red
		Benchmark - National Data	Annual	£96.20	£99.70	£101.10	-	-	-	-	-		
		Benchmark - Regional Data	Annual	£103	£113.20	£112.70	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	11	1	1	-	-	-	-	-		
05	TAP01	% of Talkabout panel satisfied with their local area as a place to live	Quarterly	84.38%	82.18%	79.68%	81.00%	-	80.44%	-	-	Up is Good	◀▶ Neutral
		Benchmark - Community Life Survey	Annual	76.00%	N/C	74.00%	-	-	-	-	-		
		Benchmark - LG Inform	Quarterly	80.00%	79.00%	-	-	-	0.00%	-	-		
		% of Talkabout panel dissatisfied with their local area as a place to live	Quarterly	9.74%	10.64%	13.10%	13.18%	-	12.22%	-	-	Up is Bad	◀▶ Neutral
	TAP30	% of Talkabout panel who think that the council are doing well at improving green spaces	Quarterly	43.26%	38.30%	36.84%	36.70%	-	37.50%	-	-	Up is Good	◀▶ Neutral
		% of Talkabout panel who think that the council are not doing well at improving green spaces	Quarterly	41.25%	45.74%	45.43%	42.02%	-	45.31%	-	-	Up is Bad	◀▶ Neutral

				Previous Years			2024/2025						
			Collection Frequency	2021/2022	2022/2023	2023/2024	Q1	Q2	Q3	Q4	Target	Polarity	DOT
. Resident Surveys	TAP32	% of panel who think that the council and partners are doing well at improving the quality of streets/public spaces	Quarterly	36.53%	31.56%	28.41%	26.74%	-	31.19%	-	-	Up is Good	◀ ▶ Neutral
		% of panel who think that the council and partners are not doing well at improving the quality of streets/public spaces	Quarterly	56.29%	59.42%	64.62%	64.44%	-	61.08%	-	-	Up is Bad	◀ ▶ Neutral
	TAP37	% of the panel reporting an ‘excellent’ experience when they last contacted the council about a service	Quarterly	-	-	10.92%	11.07%	-	11.36%	-	-	Up is Good	◀ ▶ Neutral
		% of the panel reporting a ‘good’ experience when they last contacted the council about a service	Quarterly	-	-	34.86%	29.07%	-	27.76%	-	-	Up is Good	◀ ▶ Neutral
		% of the panel reporting a ‘satisfactory’ experience when they last contacted the council about a service	Quarterly	-	-	34.51%	37.02%	-	38.17%	-	-	Up is Good	◀ ▶ Neutral
		% of the panel reporting a ‘poor’ experience when they last contacted the council about a service	Quarterly	-	-	19.72%	22.84%	-	22.71%	-	-	Up is Bad	◀ ▶ Neutral
06. Housing and Planning	CES13	New Homes Built on Previously Developed Land (%)	Quarterly	60.14%	76.72%	60.98%	-	89.52%	-	-	-	Up is Good	◀ ▶ Neutral
		Homes Provided on Greenfield Land (Gross)	Quarterly	167	115	222	-	37	-	-	-	Neutral	◀ ▶ Neutral
		Homes Provided on Brownfield Land (Gross)	Quarterly	252	379	347	-	316	-	-	-	Neutral	◀ ▶ Neutral
	CES905	% of major planning applications determined within 13 Weeks (NPI157a National Measure)	Quarterly	96.00%	93.00%	92.00%	100.00%	-	-	-	-	Up is Good	◀ ▶ Neutral
		Benchmark - National Data	Quarterly	87.00%	87.00%	91.00%	90.00%	-	-	-	-		
		Benchmark - Regional Data	Quarterly	87.00%	90.00%	91.00%	92.00%	-	-	-	-		
	CES910	% of non-major planning applications determined within 8 Weeks (NPI157b National Measure)	Quarterly	92.00%	86.00%	78.00%	88.00%	-	-	-	-	Up is Good	◀ ▶ Neutral
		Benchmark - National Data	Quarterly	85.00%	87.00%	89.00%	91.00%	-	-	-	-		
		Benchmark - Regional Data	Quarterly	86.00%	89.00%	95.00%	83.00%	-	-	-	-		
	CJGE121a	Average House Price	Monthly	£306,919	£327,184	£314,438	£316,045	£326,681	-	-	-	Neutral	◀ ▶ Neutral
		Benchmark - National Data	Monthly	£292,523	£299,313	£294,696	£300,479	£303,579	-	-	-		
		Benchmark - Regional Data	Monthly	£199,607	£203,635	£209,868	£215,347	£215,613	-	-	-		
		Regional Rank (Rank out of 15)	Monthly	1	1	1	1	1	-	-	-		
	CJGE171	Housing affordability (median house prices to earnings ratio)	Annual	8.85	9.3	(Avail Mar 2025)	-	-	-	-	-	Up is Bad	◀ ▶ Neutral
		Benchmark - National Data	Annual	8.92	8.14	(Avail Mar 2025)	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	14	15	(Avail Mar 2025)	-	-	-	-	-		
	CJGE173	Rent Affordability: Average monthly private rent as a percentage of median monthly salary - (2 bedroom properties)	Annual	29.69%	32.78%	-	-	-	-	-	-	Up is Bad	◀ ▶ Neutral
		Benchmark - National Data	Annual	31.47%	30.82%	-	-	-	-	-	-		
		Benchmark - Regional Data	Annual	24.68%	25.21%	-	-	-	-	-	-		
	CJGE178	Private rents (Average) - All (£)	Annual	£868	£937	(Avail Mar 2025)						Up is Bad	◀ ▶ Neutral
		Benchmark - National Data	Annual	£926	£960	(Avail Mar 2025)							
		Benchmark - Regional Data	Annual	£661	£709	(Avail Mar 2025)							

				Previous Years			2024/2025						
			Collection Frequency	2021/2022	2022/2023	2023/2024	Q1	Q2	Q3	Q4	Target	Polarity	DOT
	HM01	Gross Additional Homes Provided	Quarterly	419	494	569	-	353	-	-	-	Up is Good	▲ Green
	HM03	Net Additional Homes Provided	Quarterly	402	459	528	-	339	-	-	-	Up is Good	▲ Green
	HM07	Net Housing Consents	Quarterly	327	1,559	658	-	383	-	-	-	Up is Good	▲ Green
07. Public Protection	PP04	% of customers who were satisfied with the overall level of service provided	Annual	NC	49.10%	82.80%	-	-	-	-	-	Up is Good	▲ Green
	PP06	% of food premises that are classified as broadly compliant - (YTD)	Quarterly	86.00%	89.50%	93.00%	90.00%	91.00%	89.90%	-	-	Up is Good	◀▶ Neutral
08. Transport	CAN029	% of ultra-low emission vehicles in CYC Fleet, operating in York (Electric and Hybrid)	Quarterly	1.66%	27.73%	34.00%	38.00%	41.00%	-	-	-	Up is Good	▲ Green
	CAN029i	% of ultra-low emission Licensed Taxis operating in York (Electric and Hybrid)	Quarterly	30.60%	34.40%	38.00%	38.10%	39.10%	39.70%	-	-	Up is Good	▲ Green
	CAN029ii	% of ultra-low emission Buses (ULEB) operating in York (Electric and Hybrid) - (low emission Buses before 2022/23)	Quarterly	90.00%	40.00%	65.00% (Est)	65.00% (Est)	65.00% (Est)	65.00% (Est)	65.00% (Est)	-	Up is Good	◀▶ Neutral
	CAN37	% of low emission vehicles in CYC Fleet, operating in York (Electric, Hybrid and Euro 6)	Quarterly	30.00%	47.05%	56.00%	60.00%	65.00%	-	-	-	Up is Good	▲ Green
	CAN026	The number of CYC electric vehicle recharging points in York (updated definition Q4 21/22 to CYC points only)	Quarterly	62	110	103	103	103	103	-	-	Up is Good	◀▶ Neutral
	EV03	Number of publicly available EV charging DEVICES (may have more than one charging connector) recorded on ZapMap - All speeds	Quarterly	101	154	147	146	-	-	-	-	Up is Good	◀▶ Neutral
	EV03a	Rate of publicly available EV charging DEVICES (may have more than one charging connector) recorded on ZapMap per 100,000 population - All speeds	Quarterly	47.86	76.36	72.89	71.4	-	-	-	-	Up is Good	▼ Red
		Benchmark - National Data	Quarterly	45.77	60.5	91.1	97.4	-	-	-	-		
		Benchmark - Regional Data	Quarterly	27.4	36.61	53.33	55.9	-	-	-	-		
	EV04	Number of publicly available EV charging DEVICES (may have more than one charging connector) recorded on ZapMap – Rapid chargers	Quarterly	14	29	35	36	-	-	-	-	Up is Good	▲ Green
	EV04a	Rate of publicly available EV charging DEVICES (may have more than one charging connector) recorded on ZapMapper 100,000 population – Rapid chargers	Quarterly	6.63	14.38	17.35	17.6	-	-	-	-	Up is Good	◀▶ Neutral
		Benchmark - National Data	Quarterly	8.03	11.06	16.94	18.1	-	-	-	-		
		Benchmark - Regional Data	Quarterly	7.94	10.62	15.14	15.8	-	-	-	-		
	CAN031	P&R Passenger Journeys - (LI 3 b) - (2009 baseline: 3,941,852)	Monthly	2.59m	NA	-	-	-	-	-	-	Up is Good	▲ Green
	CAN032	Local bus passenger journeys originating in the authority area (excluding P&R) (LI 3 a) - (2009 baseline: 10,832,614)	Monthly	7.82m	NA	-	-	-	-	-	-	Up is Good	▲ Green
	CAN032-A	Passenger journeys on local bus services (Not comparable with CAN031/CAN032 - DfT measure - BUS01e)	Annual	10.8m	13.2m	14.6m	-	-	-	-	-	Up is Good	▲ Green

				Previous Years			2024/2025						
			Collection Frequency	2021/2022	2022/2023	2023/2024	Q1	Q2	Q3	Q4	Target	Polarity	DOT
	CAN032-B	Passenger journeys on local bus services per head of population - (DfT measure BUS01f)	Annual	53.4	65.6	70.6	-	-	-	-	-	Up is Good	▲ Green
		Benchmark - National Data	Annual	50.2	59.8	62.9	-	-	-	-	-		
		Benchmark - Regional Data	Annual	35.1	40.5	43	-	-	-	-	-		
	CES14	Reported number of PEOPLE killed in road traffic accidents (Calendar Year) (LI 13a)	Monthly	5 (2021)	4 (2022)	4 (2023 Prov)	-	-	-	-	-	Up is Bad	▼ Green
	CES14i	Reported number of PEOPLE killed or seriously injured (KSI) in road traffic accidents (Calendar Year) (LI 13a (i))	Monthly	44 (2021)	42 (2022)	64 (2023 Prov)	-	-	-	-	-	Up is Bad	▼ Green
	CES16	Reported number of PEOPLE slightly injured in road traffic accidents (Calendar Year) (LI 13c)	Monthly	315 (2021)	347 (2022)	303 (2023 Prov)	-	-	-	-	-	Up is Bad	▼ Green
	CES17	Reported number of CHILDREN (0-15) killed in road traffic accidents (Calendar Year) (LI 13b)	Monthly	0 (2021)	0 (2022)	0 (2023)	-	-	-	-	-	Up is Bad	▼ Green
	CES28	Index of cycling activity (%) (12 hour) from 2009 Baseline (31,587) (Calendar Year) (LI 2c(ii))	Annual	107.00% (2021)	115.00% (2022)	113.00% (2023)	-	-	-	-	-	Up is Good	◄► Neutral
	CES33	Index of pedestrians walking to and from the City Centre (%) (12 hour in and out combined) from 2009/10 Baseline (37,278) (LI 1 (vii.i))	Annual	105.00% (2021)	124.00% (2022)	125.00% (2023)	-	-	-	-	-	Up is Good	◄► Neutral
	CES34	% of customers arriving at York Station by sustainable modes of transport (cycling, walking, taxi or bus - excluding cars, Lift, Motorcycle, Train) (Calendar Year) (LI 4a)	Annual	76.70% (2021)	60.00% (2022)	78.00% (2023)	-	-	-	-	-	Up is Good	◄► Neutral
	TSS08B	% of tenants who say car parking is not a problem in their neighbourhood	Annual	38.97%	40.10%	32.91%	-	-	-	-	-	Up is Good	◄► Neutral
	YCC036	Customer Centre Tickets issued - Parking	Monthly	427	508	262	62	41	47	-	-	Neutral	◄► Neutral
	YCC107	YCC Number of calls offered - Parking	Weekly	27,338	20,911	16,033	3,516	4,137	4,514	-	-	Neutral	◄► Neutral
09. Waste	CES36	Household waste sent for reuse, recycling or composting (%) (DEFRA)	Quarterly	43.17%	41.59%	41.71% (Prov)	45.39% (Prov)	-	-	-	-	Up is Good	◄► Neutral
		Household waste recycled / composted: Benchmark - National Data	Annual	42.50%	41.70%	(Avail Jan 2025)	-	-	-	-	-		
		Household waste recycled / composted: Benchmark - Regional Data	Annual	42.30%	41.50%	(Avail Jan 2025)	-	-	-	-	-		
		Household waste recycled / composted: Regional Rank (Rank out of 15)	Annual	10	10	(Avail Jan 2025)	-	-	-	-	-		
	CES36a	Household waste sent for reuse, recycling or composting per household (kg/household) (DEFRA)	Quarterly	389.22kg	353.62kg (Prov)	365.82kg (Prov)	111.74kg (Prov)	-	-	-	-	Up is Good	▲ Green
		Benchmark - National Data	Quarterly	465.53kg	364.3kg	(Avail Jan 2025)	-	-	-	-	-		
	CES37	Municipal waste sent to landfill (%) (DEFRA)	Quarterly	4.97%	2.87%	1.82% (Prov)	8.73% (Prov)	-	-	-	-	Up is Bad	▲ Red
		Benchmark - Regional Data	Annual	2.90%	2.50%	(Avail Jan 2025)	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	13	12	(Avail Jan 2025)	-	-	-	-	-		
	CES46	Missed waste collections - Number of issues reported	Monthly	2,455	1,868	2,308	862	867	845	-	-	Up is Bad	▲ Red

				Previous Years			2024/2025						
			Collection Frequency	2021/2022	2022/2023	2023/2024	Q1	Q2	Q3	Q4	Target	Polarity	DOT
	CES48	Missed waste collections - Number of issues meeting criteria for recollection per 100,000 collections - (YTD)	Monthly	52	39.6	49.1	73.4	73	72.3	-	-	Up is Bad	▲ Red
	CES49	Missed waste collections - Number of issues meeting criteria for recollection dealt with	Monthly	2,433	1,865	2,305	662	696	726	-	-	Neutral	◀▶ Neutral
	CES76	Total tonnes of waste used for energy recovery	Quarterly	43,717.96	43,546.73	45,261.70	8,713.26	-	-	-	-	Up is Good	◀▶ Neutral
10. Public Realm	CSPEC6	GRAFFITI - Number of issues reported	Monthly	452	856	550	95	73	31	-	-	Neutral	◀▶ Neutral
	CSPEC4	VEGETATION - Number of issues reported (includes weeds and overgrown hedges)	Monthly	1,993	2,112	2,711	956	1,033	444	-	-	Neutral	◀▶ Neutral
	CSPEC7	LITTER BINS - Number of issues reported - (Customer Raised)	Monthly	165	151	194	49	68	40	-	-	Neutral	◀▶ Neutral
	CSPEC8	DOG BINS - Number of issues reported - (Customer Raised)	Monthly	52	36	62	29	60	13	-	-	Neutral	◀▶ Neutral
	YCC227	STREET CLEANING - Number of issues reported	Monthly	2,150	2,307	2,214	549	530	523	-	-	Neutral	◀▶ Neutral
	SLA04	STREET CLEANING - % of standard cleansing cases resolved within SLA (3 days) - (YTD) (SLA set in 2016)	Monthly	67.70%	65.20%	52.60%	50.80%	48.60%	50.20%	-	-	Up is Good	▼ Red
	CSPEC4a	VEGETATION - Number of issues reported (includes weeds and overgrown hedges) - (Rolling 12 months)	Monthly	1,997	2,116	2,713	2,667	2,793	2,763	-	-	Up is Bad	◀▶ Neutral
11. Highways	CES05	% of Principal roads where maintenance should be considered (Local Recording)	Annual	11.00%	NC	10.58%	-	-	-	-	-	Up is Bad	◀▶ Neutral
		% of Principal roads where maintenance should be considered (Scanner - NI 130-01)	Annual	NC	NC	2.00%	-	-	-	-	-	Up is Bad	◀▶ Neutral
		Benchmark - National Data (Scanner DfT Comparison)	Annual	4.00%	4.00%	4.00%	-	-	-	-	-		
		Benchmark - Regional Data (Scanner DfT Comparison)	Annual	3.00%	3.00%	3.00%	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	N/C	N/A	N/C	-	-	-	-	-		
	CES06	% of Non-principal classified roads where maintenance should be considered (Local Recording)	Annual	23.00%	NC	25.38%	-	-	-	-	-	Up is Bad	◀▶ Neutral
		% of Non-principal classified roads where maintenance should be considered (Scanner - NI 130-02)	Annual	NC	NC	4.00%	-	-	-	-	-	Up is Bad	◀▶ Neutral
		Benchmark - National Data (Scanner DfT Comparison)	Annual	6.00%	6.00%	7.00%	-	-	-	-	-		
		Benchmark - Regional Data (Scanner DfT Comparison)	Annual	3.00%	3.00%	4.00%	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	N/C	N/A	N/C	-	-	-	-	-		

				Previous Years			2024/2025						
			Collection Frequency	2021/2022	2022/2023	2023/2024	Q1	Q2	Q3	Q4	Target	Polarity	DOT
	CES07	% of Unclassified roads where maintenance should be considered (Local Recording)	Annual	24.00%	NC	41.84%	-	-	-	-	-	Up is Bad	▲ Red
		% of Unclassified roads where maintenance should be considered (BV224b)	Annual	NC	NC	46.50%	-	-	-	-	-	Up is Bad	◀▶ Neutral
		Benchmark - National Data (Scanner DfT Comparison)	Annual	15.00%	17.00%	17.00%	-	-	-	-	-		
		Benchmark - Regional Data (Scanner DfT Comparison)	Annual	17.00%	15.00%	17.00%	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	N/C	N/A	N/C	-	-	-	-	-		
	CES100	Area Wide Traffic Levels (07:00 -19:00) (Excluding A64) from 2009/10 baseline (2.09m) (LI 10diii)	Annual	2.07m	2.08m	2.02m	-	-	-	-	-	Neutral	◀▶ Neutral
12. Large Projects	CORP10L	Large Project - Local Plan	Quarterly	Amber	Amber	Green	Green	Green	Green	-	-	Neutral	◀▶ Neutral
		Large Project - York Central	Quarterly	Amber	Amber	Amber	Amber	Amber	Amber	-	-	Neutral	◀▶ Neutral
		Large Project - Castle Gateway	Quarterly	Amber	Amber	Amber	Amber	Amber	Amber	-	-	Neutral	◀▶ Neutral
		Large Project - Outer Ring Road (A1237)	Quarterly	Amber	Amber	Amber	Amber	Amber	Amber	-	-	Neutral	◀▶ Neutral
		Large Project - Housing Delivery Programme	Quarterly	Amber	Amber	Amber	Amber	Amber	Amber	-	-	Neutral	◀▶ Neutral
		Large Project - Provision of School Places	Discontinued	Amber	Amber	Complete	-	-	-	-	-	Neutral	◀▶ Neutral
		Large Project - Smart Travel Evolution Programme (STEP)	Quarterly	Green	Green	Green	Green	Amber	Closed	-	-	Neutral	◀▶ Neutral
		Large Project - Flood Risk	Quarterly	Green	Green	Green	Closed	-	-	-	-	Neutral	◀▶ Neutral
		Large Project - City Centre Access	Quarterly	Amber	Green	Red	Amber	Amber	Amber	-	-	Neutral	◀▶ Neutral
		Large Project - Haxby Station	Quarterly	Amber	Amber	Green	Green	Red	Red	-	-	Neutral	◀▶ Neutral
		Large Project - Haxby Station	Quarterly	Amber	Amber	Green	Green	Red	Red	-	-	Neutral	◀▶ Neutral
		Large Project - York Station Gateway	Quarterly	NA	Amber	Red	Red	Red	Red	-	-	Neutral	◀▶ Neutral
		Large Project - York Station Gateway	Quarterly	NA	Amber	Red	Red	Red	Red	-	-	Neutral	◀▶ Neutral
		Large Project - Ousewerm (York and North Yorkshire Catchment Flood Management Project)	Quarterly	NA	Green	Green	Green	Green	Green	-	-	Neutral	◀▶ Neutral
		Large Project - Bus Service Improvement Plan (BSIP)	Quarterly	-	-	-	-	Green	Green	-	-	Neutral	◀▶ Neutral
13. Sustainability	GCC03	Level of CO2 emissions from council buildings and operations (tonnes of carbon dioxide equivalent)	Annual	3,633.30	3,462.42	3,309	-	-	-	-	-	Up is Bad	▼ Green
	GCC05	Number of trees planted (CYC)	Annual	73	1,099	1,240	-	-	-	-	-	Up is Good	▲ Green
14. Finance	BPI110	Forecast Budget Outturn (£000s Overspent / - Underspent) - CYC Subtotal (excluding contingency)	Quarterly	£2,638	£4,887	£3,661	£3,896	£4,445	£4,305	-	-	Up is Bad	◀▶ Neutral

 Agenda Item 6

Economy, Place, Access and Transport Scrutiny Committee ***25th March 2025***

Report of the Director of Environment, Transport and Planning

Parking

Introduction

1. EPAT Scrutiny has posted agenda items for the March meeting of:

    - **Parking:** covering public, private and Park & Ride provision, income received, usage, impact on closing Castle Car Park on the wider estate, wider aims e.g. shifting to less polluting vehicles, approach taken for busy shopping areas outside of the city-centre (e.g. Haxby, Acomb Front St), residents' parking, and disabled parking; and
    - **Park and ride retender:** Early input into what the Council can ask for

2. In addition to this, at the 19th September 2024 Council meeting, Cllr Whitcroft presented a motion entitled "Reforming Residents' Priority parking in York" which was then adopted. York's Local Transport Strategy Implementation Plan, adopted in November 2024, includes a commitment to a "Parking Strategy" as one of the key revenue initiatives deliverable in the first two year period.

3. This paper is an opportunity to consider all of these things.

Background

4. Obviously, "parking" in its most general sense is a thread joining all of this. More generally, the orthodox view that parking is simply a basic and unquestionable requirement of a functional urbanisation is increasingly challenged[1] in planning theory, with critics of unrestrained parking provision highlighting that the space occupied by parked

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[1] See "The High Cost of Free Parking" by Donald Shoup

vehicles comes at a significant opportunity cost when other uses of the space are considered – for example surface car parks in city centres occupy valuable sites and can be redeveloped as commercial property, open green space or housing; removal of on-street parking on radials and other through roads can enable cycle or bus lanes or wider footways; in residential areas more formal approaches to on-street parking provision can release space for pocket parks or cycle hangars – measures which do not just benefit residents who are car owners. Some local authorities have begun to address this through kerbside strategies – for example [2]Lambeth who have created a hierarchy of how public highway is best used for public benefit, with parking being just one of the ways in which the space might be used.

5. Accordingly, parking is a topic with tendrils that spread out into many areas of council activity. The council itself operates as a commercial entity in the provision and management of approximately 3 thousand paid for parking spaces across York, which generated £9m revenue in the 2023/24 financial year. York's Park and Ride is a £10m a year business. Provision of parking supports commercial, retail and cultural activity in York, particularly its centre, with parking for York city centre being provided in the centre itself, but with vehicle trips also being intercepted at park and ride sites.

6. There are approximately 7,000 residents parking spaces. Being able to park on-street in residential areas is fundamental to the way many people live their lives. For disabled people access to parking as near to their home as possible is essential; but this is also seen as desirable by many people who park vehicles on street (themselves high value and possibly containing valuable tools and equipment linked with employment).

7. Against that is the degree to which parking availability induces car ownership and use – or at least does not suppress it. Obviously, provision of copious and inexpensive parking at a location encourages people to access that location by car. But again this is complex: parking provision at railway stations and park and ride sites enables longer distance public transport trips – which might otherwise be made by car in their entirety. Perhaps the matter to consider is not whether parking *in itself* is good or bad, but what the appropriate amount of parking is in relation to the council's wider objectives and policies, balancing the tensions between the factors of accessibility, convenience

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[2] https://www.lambeth.gov.uk/streets-roads-transport/lambeth-kerbside-strategy

and the need to manage the externalities of car use – particularly congestion and vehicle emissions – but also urban design and impact on street scene.

8. There is also a link between parking strategy and the Movement and Place Plan which is currently in development[3]. If we want to find place-making opportunities whilst developing transport schemes then we need to have a clear strategy as to which kinds of location are and aren't appropriate for parking.

9. Because it is a complex topic, looking at all of "parking" is not realistic for a single Scrutiny session informed by papers prepared in perhaps 15 hours of officer time. A typical consultancy-led parking strategy would only consider paid for on and off-street parking (and not private parking or park and ride or res park), last 3 months and involve substantial data analysis and stakeholder consultation. Depending on size and scope it would cost between £30,000 and £50,000. Given the relationship between parking and revenue generation (and hence CYC's own financial position) and CYC's equality duties and affordabilities commitments and the danger of considering complex topics in a superficial way, it is necessary to assess in this paper, and discussion at Scrutiny, how "Parking" might be considered more generally as part of CYC's strategies, recognising that there are inevitable tensions between different council duties and policies which will have to be balanced in the council's parking strategy.

10. A potential approach to further study could be to consider on-street and residents' parking as a kerbside strategy to support the developing Movement and Place Plan – including the motion topic around consultation for residents' parking schemes. City centre off-street parking (and Castle Car Park) could be considered within one of the city centre workstreams whilst parking at new developments will need to be part of the Transport Supplementary Planning Document to the Local Plan. Park and ride is also a topic in its own right, but is obviously linked to the supply and cost of city centre parking more generally. Potentially some or all of these topics could be addressed through Member task-and-finish groups.

11. Consequently, the approach taken for this meeting is that Scrutiny is presented with a report on retendering the current park and ride contract. This item is timely given the procurement timescales for a

[3] https://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&MId=14499

new park and ride contract (with the existing contract having an end date of 31st January 2026).

12. Scrutiny members are then asked to consider how they might undertake a more general parking review, to discharge the Local Transport Strategy commitment and respark motion, bearing in mind the complexity of the subject and CYC's direct financial and reputational exposure to outcomes.

Consultation

13. This paper is offered up for discussion and has not been consulted upon. Assuming a York "Parking Strategy" is formulated along conventional lines, consultation would form part of that process.

Options

14. Members are asked to consider the approaches put forward in this paper. Whilst the ingredients of a potential strategy are set out, it should be noted that revenue and capital funding could only be made available for it by reducing activity in other areas, and that a parking strategy will be needed to accompany the Movement and Place Plan Executive committed to produce in November last year. Consequently, Members are asked for their views on the priority they wish to see placed on devising a Parking Strategy.

Council Plan

15. Commitment to producing a Parking Strategy is part of the Local Transport Strategy Implementation Plan. The Local Transport Strategy is informed by the EACH priorities of the Council Plan.

Implications

16. This paper and its Annex are presented for discussion. Parking and park and ride carry significant implications for the financial performance of the council and formal decisions on either would need to be made at the appropriate governance level before enaction. Given the potential liabilities involved the appropriate governance level would be Executive or could even be Full Council.

Risk Management

17. The information in this paper is presented to Scrutiny to allow Members to discuss the contents and feed their views back to officers, as such it does in itself generate a risk. However, if, following discussion of this paper, a Strategy was devised, that would need to be subjected to a full risk assessment before it can be enacted.

Recommendations

18. There is no direct recommendation of this report – Members are asked to consider the potential measures set out in this report and feed their views back to officers.

Annex to this report:

Annex A: Park and Ride Retendering Report

Contact Details

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	Report Approved	*x*	**Date** *17/03/2025*

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

For further information please contact the author of the report

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Annex A: Park and Ride Retender

Background

1. Although York's park and ride is very important in serving the city's visitor economy (the city attracted 9m visitors in 2024) it is also important in a more general way for intercepting car trips approaching York (be they for commuters, visitors, shoppers or another journey purpose) and converting them into public transport trips in inner York, which has neither the highway or parking capacity to accommodate those trips if they are car borne.

2. The service is a success story for the city. Starting from a single site in the late 1980s, the system carried 4.6 million passengers from six sites in 2024, nearly one-third of all the bus passengers in York. On a typical day the 2,000 vehicles parked across the system's terminals could form a queue 10km long – all the way from the Askham Bar terminal to Monks Cross. On a peak day when the system's nearly 6,000 spaces are in use (such as in the run up to Christmas) the queue would stetch from York to Malton.

3. Some of the UK's first electric buses were introduced on the service in 2014, 5 of 6 sites were electric from 2020 (the largest electric fleet in the UK at the time), and the system went fully electric in 2024. The development of York's park and ride network is undoubtedly one of the reasons why bus use in York increased by two-thirds between 2000 and 2019, whilst it fell virtually everywhere else in the UK outside of London. It is also an ingredient in York seeing some of the highest levels of bus use in the UK (11^{th} of England's 80 Local Transport Authority) and one of the best post-covid patronage bounce backs – with bus use in 2023/24 back to 97% of the 2019/20 level. Park and ride has also scored consistently highly in York's surveys of bus passengers[1] - amongst the highest quality services in England and often the best service in York. More generally, the existence of a "gold standard" exemplar service in York acts to encourage quality enhancements across the board. Readers are asked to consider what a counter-factual – a York bus network without park and ride – might look like - and then consider that this is the current position in most UK

[1] See Transport Focus Bus User Surveys

towns and cities – and would be in York too without sustained investment and support by YCC, CYC and bus operators over the last 35 years.

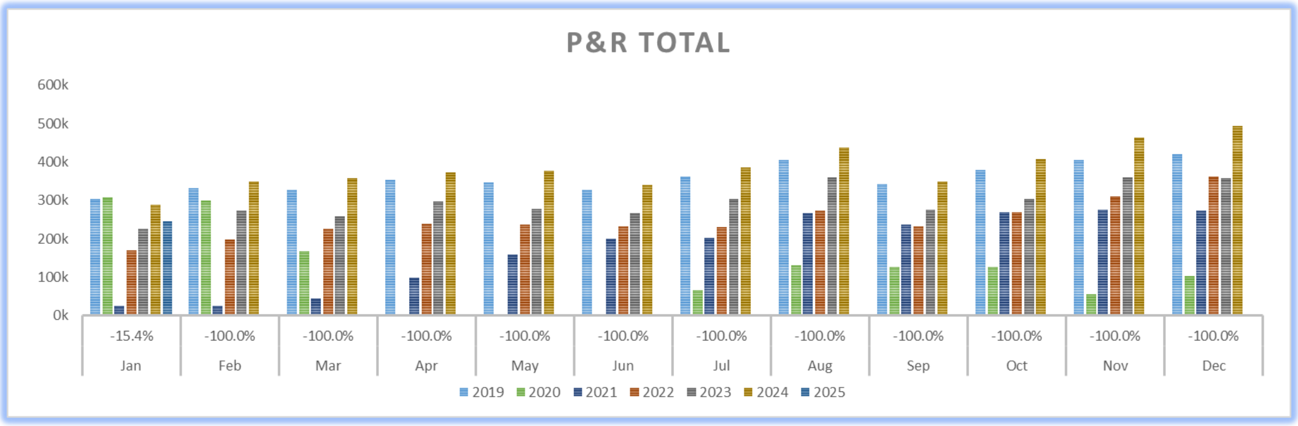
4. Park and ride has (with the exception of the covid and post-covid period) been a net contributor to CYC's finances – unlike many other UK park and ride systems, which operate at a net cost to their host authority. It is also perhaps important to point out that park and ride in York is not just about providing onward travel to people arriving at the terminal car parks by car and going to the city centre – in fact over half the trips on the system are not linked with a car trip – and park and ride provides important access to Monks Cross, York College and the Designer Outlet, as well as a regular stopping service on Fulford Road, service from intermediate stops on several other routes, access to the Community Stadium etc etc. During the covid pandemic two sites were repurposed in-line with the national emergency – with the Poppleton site becoming a testing centre and Askham Bar the vehicle marshalling area for the vaccination centre on the "old" park and ride site near to Moor Lane. The six sites also include many hectares of woodlands, bodies of water and nature reserves, with two also hosting electric vehicle charging hyper-hubs.

5. Availability of the service has informed some of the Local Plan land allocations – with strategic sites near to Monks Cross, Grimston Bar and Poppleton Bar benefitting from and, in some cases, contributing to park and ride services. The Poppleton Bar and Rawcliffe Bar services form important elements of the York Central access strategy.

6. Ranged against this is park and ride's place in a changing market. The move to more frequent home working has reduced its commuter market, as has the movement of office space and retail away from York city centre. Patronage has increased recently across the board (in fact 2024 was a busier year than 2019) but is increasingly skewed towards weekends and busy visitor periods. Cost inflation in bus operations (with a typical bus now costing around £250k pa to operate) has inevitably affected the underlying financial performance of the operation. Also, increasingly peaked traffic in York on busy visitor days impacts on buses – slowing

them down and reducing efficiency when a fast and efficient service – which also maximises system capacity – is most needed.

7. Figure 1 shows park and ride patronage in York between 2019 and 2024. Key observations are:
   - 2024 patronage is higher than 2019 patronage in every month except January, and is significantly higher in November (10%) and December (17%)
   - 2020 saw complete collapse in use from March as the Lockdowns took effect. In April and May and skeleton service operated to Rawcliffe Bar (kept open because of the service to the Hospital) and Designer Outlet (although the car park was closed), with the other 4 services stopped
   - The 2021-22 recovery was slow, with significant passenger increases only in 2023 (coincident with reopening the service from Poppleton Bar).



8. York's Bus Service Improvement Plan (BSIP) award for its competitive funding bid of Autumn 2021 – of £17.3m has helped with development of park and ride. Approximately £2m of BSIP revenue funding was used to restart the Poppleton Bar service after its market was destroyed by the 2 year site closure for use as a covid testing centre, and other services also received some revenue support to bring operations back. The service, as a whole, is now nearly financially self-sustaining again (a £150k pa support was provided to the Poppleton Bar service this financial year). Approximately £4m of BSIP capital funding is being used to improve the terminals, providing overnight parking to cater for York's hotel guests and rail travellers, and stops for coach and

longer distance bus services. Some of the older terminal buildings are also being replaced or renovated. Other central government grants were sought to support electrification of the service.

9. The network effect of park and ride is complex. The service offer varies from corridor to corridor – on Tadcaster Road it is an express service with no stops between the city centre and Moor Lane, whilst the Fulford Road service stops at every stop on Fulford Road – and most of its use is for local journeys rather than park and ride. The other four services stop at some, but not all, stops between their terminals and the city centre. The Monks Cross service makes a loop around the Monks Cross retail/ business park after it has called at the terminal. There is a link between presence of a park and ride service on a corridor and the ability of that corridor to support other bus services. Corridors such as Tadcaster Road and Shipton Road saw higher frequency conventional services before they had park and ride services and there is a clear “walk-up” catchment for park and ride which would perhaps otherwise use conventional bus services in the absence of park and ride. All services access the Rail Station except the Grimston Bar/ Hull Road service, which goes no further than Piccadilly – although the proposed City Centre Sustainable Transport Route, and the bus turning loop at the station, provides the potential to extend this service in the future.

10. Various service enhancements have also been tried during the current contract period – a service from Rawcliffe Bar to York District Hospital operated between 2019 and 2021; some services were run later into the evening to support the evening economy in 2018-19. Both have now ceased because they required ongoing financial support and because the Hospital service was difficult to operate reliably with the high levels of congestion around the Hospital.

11. Park and ride in York has, with the exception of the first few years of the service (ending in 1995), been operated by First York, with the service now supporting a substantial proportion of their fleet and passenger journeys operated. The market dynamic here is also complex: First’s ability to retain park and ride allows their York operation to enjoy economies of scale which it would

otherwise not have (without park and ride First York's operation would be really quite small for an operator of that type and higher unit costs could translate into higher fares or reduced operating hours), and there are undoubted ticketing integration benefits of the same operator providing park and ride and many of the city services. There are also benefits from First being able to provide additional vehicles to support the service at busy times – either reallocating vehicles within the York fleet (ie from Unibus during university holidays) or from their depots in West Yorkshire. First have also innovated on park and ride – most recently in introduction of electric vehicles. Nonetheless, there is a perceived quality difference between First's park and ride services and the city network, which can sometimes be seen in the results of Transport Focus's bus passenger surveys for York. It might be argued that the relatively rigid operating contract for park and ride has protected the service from some of the service reductions seen elsewhere on the network – and the service provides a potential model for bus service franchising more generally.

Local Transport Strategy

12. York's newly adopted Local Transport Strategy contains a specific park and ride policy:

"Policy 4.4 – Work with Park & Ride operators to deliver an enhanced commercially viable service with the aim of increasing the use of Park & Ride buses, and develop Park and Ride sites as access hubs for local communities and villages and for inter-urban buses and coaches. Use all tools available including infrastructure design, network management, route planning and car parking charges to drive up patronage and maximise the reliability and efficiency of the Park and Ride services."

13. The BSIP projects are already starting to deliver against this policy, with the proposed changes to parking prices in the city centre making a further contribution.

14. More generally, the Strategy contains an aim to increase bus patronage in York by 50% by 2030 to achieve carbon reduction targets. This is something which is increasingly challenging (a) as the time to 2030 reduces and (b) given that bus use in York is already high in absolute terms.

National Transport Strategy

15. Central Government is currently consulting on a new Integrated National Transport Strategy. Legislation to reform local bus services is also making its way through Parliament, with the Bus Services Bill introduced to Parliament in December last year with an expectation that it will be enacted during the current parliamentary session. As it currently stands the Bill makes substantial changes to the powers local transport authorities have over bus services in their area, particularly in respect of the power to franchise services and the introduction of more flexible ways for authorities to franchise their services, including potentially greater roles for municipally-operated bus companies.

Retendering

16. Whilst the current service operating contract for park and ride in York is more or less revenue neutral at the moment, there is no guarantee of this and City of York Council is directly exposed to any revenue requirement for operating the service – as, in fact, it was during the covid and post-covid periods. It is worth remembering that the cost of operating park and ride for one year is probably around £10m (£250k per bus for 30 buses plus costs for staffing and maintaining the 6 terminals), so CYC's financial exposure to the contract is high in absolute terms – and this is in addition to the risks posed to the Council's transport and land use strategies by a weakening of the park and ride service offer.

17. The current operating contract began at the start of February 2018, for an initial period of five years. Contracting regulations allow bus service contracts to be extended for 3 years before retendering is required, and this has happened in this case. This means that the current tender period finishes on 31st January 2026, and a new arrangement must be in place from that point. As with any new contract, there is a possibility that the terms achieved for the new contract period are different to those for the preceding period – and they may be better or worse. Because of the changes to the market for park and ride there is a risk that future terms may be worse than now, with a revenue neutral contract being achieved only through service reductions at some or all

sites, removal of some of the high-quality aspects of the service, such as site supervision or electric buses, or higher fares.

18. There is also a need to ensure multiple operators can bid for the contract to ensure a contested tender process. This can be difficult for a contract of this size if let as a single lot (it is so large that any new operator would need a new depot in York – or operate it distantly from their depot which could make operations like driver changeover difficult). The use of electric buses on the service may also make it unattractive for some operators to bid for the service – particularly as government support (via a funding bid which would need to be prepared (and assuming there was an open funding contest at the time)) would almost certainly need to be sought by an incoming operator.

19. Indeed, electric buses are a particular question on retender. The current fleet are owned or leased by First, although the additional costs of using electric (as opposed to diesel) buses were met through central government grants which CYC bid for – and First are the only bus operator in York currently with the ability to charge electric buses. The grant conditions from DfT require the electric buses to be used in York for 5 years following purchase. This period is already over for the 14 buses purchased in 2014, will expire before contract end for the 23 Optare buses delivered in 2020/21 and will end in 2029 for the 6 buses used to operate the Rawcliffe Bar service which were delivered in 2024. If the contract was placed with a different operator then that operator would need to install charging equipment for electric buses – or could potentially operate the service with diesel buses if the contract allowed that. Obviously, reintroducing a large number of diesel buses into York would undo some of the good work achieved in improving air quality.

20. In York there also remains significant uncertainty around tendering arrangements for park and ride as the Mayoral Combined Authority is now York's Local Transport Authority, in which the duties to procure socially necessary bus services as set out in the 1985 Transport Act are vested. However:

- The MCA has yet to set out in detail how it will discharge its duties in relation to bus services

- As the park and ride service is actually predicated on the basis of access to private land (ie the six terminals) it is not, within the strict wording of the 1985 Act, a socially necessary service in any case. As such, it is arguable that it is not within the duty of the MCA's activities if CYC wish to retain control of it (pre-1996 the service was procured by York City Council, as a second tier authority (with the 1985 powers vested in North Yorkshire County Council), so there is a precedent for this).
- Park and ride is also an essential part of the access strategy for York city centre – responsibility for which remains with CYC. In particular, there is a strategic benefit of CYC controlling park and ride if it also controls (as it will) the supply and pricing of car parking in central York – and if park and ride is not controlled by CYC, there is a risk of CYC losing control of a major part of its access strategy.

21. Consequently, there is likely a choice about which authority operates park and ride in York going forward.

Enhancements

22. There is, of course, at retendering, an opportunity to enhance aspects of the park and ride service. At one extreme these changes could be small changes to service frequencies, routes, fares or vehicle specification. At the furthest extreme there could be fundamental changes to how the service operates with the current single contract split between operators; or a move from a net cost contract (where the operator takes financial risk on the contract) to a gross cost contract (where the contracting local authority collects all the revenue from the service – but also takes the risk if revenue dips below operating costs). It goes without saying that providing additional services or enhancing vehicle specifications load additional costs onto the contract and there would be uncertainty about whether these can be recovered through the farebox. Of course, there is a mechanism for varying the service during the contract too (as was used to introduce the evening services in 2018/19) – enhancements cannot only be introduced at contract start.

23. There is also a question about franchising, which is not possible to resolve before the Bus Services Bill becomes law. Park and ride operates at the moment as a stand-alone service – with its own ticketing and fares structure (at least, outside of the relatively more expensive “All York” multi-operator tickets). It has to do this within the context of an otherwise deregulated network – but potentially, within a franchised network, park and ride could be integrated with other services – perhaps forming a high-quality overlay, providing express services from the terminals on a limited-stopping basis, but with tickets valid on other services on the corridor to. This could allow:

- higher effective service frequency as passengers could use any bus on a corridor to reach the terminal, not just the park and ride service
- opening hours of the terminals to be increased without the cost of additional park and ride services because early morning/ evening services could be provided by other services on the corridor who already operate longer service hours
- the terminals could become bus interchanges. Rural, interurban and coach services could possibly meet there with interchange between them
- reduction in the number of buses in central York because there could be less need for an entirely separate park and ride service

24. Obviously, these changes would be significant and would fundamentally change the current operating model for park and ride and their benefits, costs, risks and unintended consequences would need to be considered in detail before they could form the basis of a future operating contract.

The 2026 retender

25. Time for retendering York’s park and ride service for 2026 is now short. When the service was last retendered (in 2018), by this date in the process (relative to contract end) service options had been evaluated and supplier pre-engagement had been ongoing for 12 months; the Invitation to Tender had already been published and returns from operators were expected at the beginning of April to inform a Decision by Executive on contract award at their mid-May meeting. This would then give a potential new operator an

eight-month mobilisation period to acquire new buses (of which approximately 40 were then required to operate the service) and potentially establish a new local depot.

26. York's new Local Transport Strategy provides an opportunity to rethink what park and ride does, but the delivery context in relation to both the MCA and the 2024 Bus Services Bill still has significant uncertainty. Given the short time remaining to retender park and ride for the end of January 2026, and CYC's financial exposure to the outcome of a rushed and potentially mis-specified process there is a strong argument for a short term contract which does not seek to make significant change to the service, but would allow a further retender after the MCA has established its positions and the enabling powers in the Bus Services Bill are clear. There is a precedent for this in the extension of the 2008 contract for two years (to 2018) following a failed tender process in 2016 (no compliant tender bids were received from operators).

27. Of course, a shorter tender period need not prevent service changes (e.g. changes to routes, new routes, different operating hours etc). This could potentially be explored in a variant lot.

28. As such, and in relation to the retender process, Members at Scrutiny are asked for a view on:

- what aspects of York's current park and ride contract would they like to see retained in a new contract?
- what aspects of the contract would they like to see changed? What enhancements might they wish to see?
- What is their preference in whether the contract should remain with CYC or pass to the MCA?
- Do they have a preference in relation to tendering the service for the standard 5 year period now, or is the option of a shorter tender period to allow some key questions about the service and delivery context to be resolved more attractive?

Economy, Place, Access, and Transport Scrutiny Committee Work Plan

Living-document, subject to change

	Item	Lead Officer	Scope
29 April 2025			
	Review of bags to bins	James Gilchrist, Cllr Jenny Kent	
	Trees	Harvey Lowson, Cllr Jenny Kent	- Performance / challenges relating to CYC's management - Changes in legislation? - How many are we planting vs losing - Engagement with third party owners of trees
20 May 2025			
	Planning and Development Services - enforcement.	Becky Eades?, Cllr Michael Pavlovic	- Operational challenges / opportunities - Performance over the last 5-10 years relative to staffing numbers - Numbers of (known) breaches by developers
	Section 106	Becky Eades?, Cllr Michael Pavlovic	CYC's approach to creating S106 documents before they are signed off Implementation of new tracking system, cooperation between Finance and Planning
24 June 2025			
	Dial & Ride	Julian Ridge, Cllr Kate Ravilious	- Update on administration's work one year on since Task & Finish Group recommendations
	Parking Enforcement	Michael Howard / Jav Safder?, Cllr Kate Ravilious	- Costs of service / Income generated - scope to improve? - Offer services to private land owners?

			- Activity across entire local authority area - How many enforcement officers do we have, how many fines issued, which areas of their city are they issued in, how often are Res Park zones visited. *A view of this over the last 5 - 10 years would be helpful for identifying trends.* - Position on pavement parking - Consistency of enforcement (seen officers apply different limits to Double Yellow Lines) - Hotline performance - how many reports logged, how many of these received visits in a timely manner (or at all) Out-of-hours drop in provision due to over-stretched Police unable to prioritise parking
29 July 2025			
	Emergency Planning	James Gilchrist, Steve Wragg, Cllr Jenny Kent	- Less common / rare: Food insecurity / novel disease outbreaks / major heatwaves, droughts, wildfires. - More common: Floods - reviewing city's flood resilience, public information and guidance, impact of major schemes?
23 September 2025			
21 October 2025			
25 November 2025			
9 December 2025			

List for future potential topics

Economy

- Tourism Levy - what's being done elsewhere, what is possible here?
- Focus on Council-owned / part-owned companies?
- Local Growth Plan - implementation / progress

Place

- A-Boards - How effective has the A-Board ban been? Cycles chain to fences covering paths.
- Make It York - normally receive annual update but - *what would we specifically want from them? Possibly something on relationship with market traders and plans for the market.*
- York BID - normally receive annual update - as above, and is the scrutiny of their business membership sufficient given our limited meeting time?
- Yorkshire Water

Access

- Age Friendly York: Can Scrutiny assist their Evolving Action Plan?

Transport

- Buses: network coverage and frequency, BSIP plan implementation and use of funding, improving the Enhanced Bus Partnership, Integration with Railway Station / Park & Ride, Bus Stop improvements, Passenger Information
  Review implementation plan - think about timing
- Bus lane enforcement on Coppergate - drop between July 2023 and October 2023 / ANPR enforcement across the city. What are the non-revenue generating benefits of wider implementation?
- Transport Strategy: Local Transport Plan, who will do what between CYC / NYCC / YNYCA, forward plan of decisions and upcoming consultations.
- Review of Council's pedestrian crossing policy
- Input into next EV Charging Strategy

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