



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

- To:** Councillors K Taylor (Chair), Daubeney (Vice-Chair), Hook, Pearson, Kilbane, Cuthbertson and D Taylor
- Date:** Tuesday, 18 October 2022
- Time:** 5.30 pm
- Venue:** The George Hudson Board Room - 1st Floor West Offices (F045)

AGENDA

1. Declarations of Interest

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

2. Minutes (Pages 1 - 8)

To approve and sign the minutes of the meeting held on 26 July 2022.

3. Public Participation

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the committee. The deadline for registering at this meeting is at **5:00pm on Friday 14 October 2022.**

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

Webcasting of Public Meetings

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

- 4. Community Infrastructure Levy Update** (Pages 9 - 18)
This report provides information about CIL and an update on progress implementing a CIL for York. It explains what CIL is and how it differs to Section 106 (S106). It also explains what the Council's emerging thinking on CIL implementation is, including timelines for consultation.
- 5. Purple Flag Update** (Pages 19 - 26)
This report provides an overview of the City's Purple Flag status, where the city meets/exceeds the requirements of the award and the next steps which include plans to work with partners in the hospitality and tourism industry to promote the achievement more widely.
- 6. Highway Maintenance Report** (Pages 27 - 54)
The purpose of this report is to update the Economy and Place Policy and Scrutiny Committee on the current position with respect to City of York Council's approach to Highway maintenance and to describe the improvement path the service is on.
- 7. Work Plan** (Pages 55 - 56)
To consider the work plan for the municipal year.
- 8. Urgent Business**
Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer

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

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

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

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City of York Council

Committee Minutes

Meeting	Economy and Place Policy and Scrutiny Committee
Date	26 July 2022
Present	Councillors K Taylor (Chair), Daubeney (Vice-Chair), Hook, Pearson [from 17:38], Kilbane, Cuthbertson [from 18:03 until 20:09], and D Taylor
In Attendance	Councillor Widdowson (Executive Member for Environment and Climate Change) Tracey Carter (Director for Housing, Economy and Regeneration) Shaun Gibbons (Head of Carbon Reduction)

7. Declarations of Interest [17:35]

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

8. Minutes [17:35]

Resolved: That the minutes of the meeting held on 25 May 2022 be approved subject to the amendment of typos in bullet point three of Quarter 3 Finance Monitor item.

[Cllr Pearson joined the meeting at 17:38]

9. Public Participation [17:38]

Cllr Fitzpatrick referred to the Make it York (MiY) Business Plan. She explained that as Guildhall Ward Councillor, the city centre came within her remit. As part of this she had spoken with the Shambles Market Traders, and she explained their concern regarding the lack of communication from MiY. She noted that they had been having monthly meetings with the Market Manager and she suggested the inclusion of a city market charter.

10. Make it York (MIY) Update [17:44]

Members considered a Report detailing how MiY supported the visitor economy and place making. The MiY Managing Director, MiY Head of Culture and MiY Wellbeing and Senior Marketing and Communications Manager were in attendance to present the report. The MiY Managing Director noted that MiY was a complex organisation covering four areas with 609 members. She outlined of the four key areas from their Service Level Agreement (SLA). She detailed the number of visitors to York and the governance arrangements for MiY.

Members then asked a number of questions in relation to the update to which the MiY officers clarified that:

- They had been looking at funding to put the managed poster sites in place.
- There were 110 traders on the Shambles Market. The York Market Traders Forum met monthly and those meetings were minuted. MiY had worked with food traders (there was 18 food vendors with 17 in operation) as a separate group. They had also provided additional support for marketing at the request of market traders.
- During Q1 in 2019, 19% of visitors to the city had visited Shambles Market and this was 60% in the most recent survey. MiY had been working with NABMA (organisation representing markets across the UK) to identify the strengths and weaknesses of the market, and to look at trading on Mondays and Tuesdays when the market was quiet. It was noted that this work could be shared with the scrutiny committee.
- MiY had worked with council officers on the levelling up fund and shared prosperity fund, and it was also in discussion with security and cleansing providers.
- The York Market Traders Federation (YMTF) had 22 members and MiY would consult widely with traders and email all 110 traders with information on the consultation.
- Regarding having traders on the MiY Board, there be issues with confidentiality regarding commercially sensitive information.
- The canopy over the food stalls would be removed and this was an issue for traders, not environmental health.

[Cllr Cuthbertson joined the meeting at 18:03]

- A request for a permanent storage shed at the market had been put to the shared prosperity fund.
- The market strategy would be in development from January 2023 following a health check of the market.

- MiY managed the Market Charter on behalf of the council. The provision of markets would be looked at through the Market Charter.
- Regarding the impact of devolution, MiY was in early discussions with the LEP and DCMS.
- During the pandemic, MiY worked to bring residents into the city centre, had undertaken online work on the cultural sector and worked with businesses to make them covid secure.
- The Visitor Information Centre (VIC) was to be relocated to a more prominent place. MiY had worked with LNER to have a pop up VIC at York Station and VIC volunteers visited different venues in the city.
- MiY was looking at making data more accessible.
- MiY were open to suggestions for pop up VICs.
- MiY were looking at different dates for festivals to avoid them clashing. They would also collaborating with other authorities, for example Leeds LA on the return of Chinese visitors.
- Events throughout the year were being looked at, including another residents festival and improvements to the chocolate festival and food and drink festival. They were also looking at how to engage more with residents on festivals. The ice festival was a good example of residents participating in festivals and MiY was looking at doing a sculpture trail in 2023 that would be year long. They were also looking at creating a York Creates Fund which would involve the auction of the sculptures with 50% going to charity and 50% to the York Creates Fund.
- MiY worked with different groups on accessibility and was open to ideas. They undertook risk assessments for events but not an accessibility audit, which they could look into.

There were no further questions from Members. The Chair thanked MiY for their update and welcomed a further update in 2023.

Resolved: That the MiY update be noted.

Reason: To be kept up to date on the work of MiY.

11. Executive Member for Environment and Climate Change Plans for carbon neutral / carbon zero at York Central [18:28]

The Executive Member for Environment and Climate Change, Director for Housing, Economy and Regeneration and Head of Carbon Reduction were in attendance to give a presentation on York Central Carbon Reduction Principles. The presentation detailed York's city wide emissions, the York

Climate Change Strategy, energy and carbon reduction, building solutions and transport solutions.

Following the presentation, the Executive Member, Director for Housing, Economy and Regeneration and Head of Carbon Reduction were asked and explained that:

- All construction across the UK needed to be net zero.
- The council had statutory functions but owned little of the York Central site, and it was working with its partners (Homes England and Network Rail) to promote its ambitions. Homes England and Network Rail were out to appoint a developer and the council had done an initial design for work on the residential homes on the site, which would be a passivhaus standards. It would also be working with partners on the first phase of the commercial on site to meet BREAMM excellent. There was investment heavily on electricity on the site and there was a need to look at the heating strategy for the site as the heating solutions would change as technology developed. It was noted that Homes England and Network Rail were in support of this as was the National Railway Museum. The council could not make an assessment regarding net zero as it didn't own all of the site.
- Regarding the council being responsible for 4% of emissions in the city, the reduction in emissions was included in the climate strategy and the council would work to influence business developers and transport. Regarding other large organisations, the NHS was doing work on the hospital and Nestle were doing work on reducing logistics miles.
- The council had wider influence as the Planning Authority and Highways Authority for York Central. The establishment of the Climate Commission was noted. The commission included York University, Nestle, the hospital and York Minster in taking positive action to reduce emissions.
- Regarding the economics of water source heat pumps, energy prices had changed and it would be interesting to look at the impact of this. There was an underground water source on the York Central site that needed further investigation.
- District heat pump network viability depended on cashflow and capital. The business case needed a mechanism for claiming back up front capital.
- Non-residential buildings would be BREAMM excellent. There would be different methodologies for residential and non-residential buildings.
- Concerning managing the carbon impact now, archaeological and demolition surveys were currently being undertaken. As much demotion material as possible would be retained on site.

- A fundamental principle was not to encourage traffic through the site and encourage the use of public transport, walking and cycling first. Parking was limited and there was a one way system through the site.
- The Executive Member did not have information on the building of the arterial road or the specific details of the NRM planning application.
- The NRM stated need was not part of the planning application for the NRM.
- It was clarified that Leeman Road would be diverted.
- Parking at the NRM and multi storey car park would come forward as part of a reserved matters planning application.
- Regeneration of a brownfield site could not all be done at once and it was for the Planning Committee to determine reserved matters applications coming forward.
- There were new active travel opportunities through the site. Reference was made to the NRM Central Hall Sustainability Statement.
- Meeting with key York Central developers was considered by the strategic committee
- The council housing delivery programme on York Central costs were rising and these costs would need to be considered.

Resolved: That the Executive Member for Environment and Climate Change Plans for carbon neutral / carbon zero at York Central be noted.

Reason: To be kept up to date on the plans for carbon neutral / carbon zero at York Central be noted.

[The meeting adjourned from 19:20 to 19:27]

12. York BID 5 Year Plan Update [19:27]

The Executive Director of YorkBID was in attendance to give an update on the YorkBID 5 year plan. The YorkBID Annual Review 2021-22 had circulated with the meeting papers. The Executive Director detailed the challenges coming out of lockdown over the past 12 months and work undertaken in the city including the York gift card scheme, York restaurant week (twice per year) and animating the city, which included the ghost sculptures in the Museum Gardens. He also noted the work undertaken as part of the Jubilee and detailed the footfall data.

In response to Member questions, the Executive Director explained that:

- The footfall data was done on rolling averages on a monthly basis.

- 24% of visitors were from York and there was strong support from its neighbouring districts.
- The spend by sector was based on visa merchant data.
- Regarding the year ahead, the BID was getting feedback regarding concerns from business about inflation and higher food bills.
- Concerning training and development, the BID was working with York St John University on a training academy.
- The overarching support of businesses was to continue to allow them to trade to the best of their ability. There was a need to support the business community as it had done over the last 2-3 years and businesses were realistic about going into a difficult trading period if there were no reductions in rents and the ending of grants from the council.
- There was a need to find balance in the growth of the independent sector.
- The Christmas lights had come to the end of the 4 year scheme and as part of the new scheme the tender included Castlegate and Coppergate. These would be called the winter lights as they would last into winter.
[A Member requested that the winter lights continue in all of Walmgate and that the BID make accessibility training available to all businesses.]
- The BID had invested in a deep cleaning van and would try and work its way through the city centre. They worked closely with the council street cleaning scheme and were happy to develop plans on street cleaning with the council.
- Regarding enhancements to the public realm, the BID would continue with temporary seating. There was a need to continue and improve in discussion with access groups.

[Cllr Pearson left the meeting at 20:09]

- Regarding opportunities for more businesses to trade the Bid could bring businesses together over common themes.
- Concerning foot streets, the BID was conscious that businesses wanted one thing and blue badge holders wanted something different. The proposed reduction in foot street hours was complicated and going back to 5pm did not align with a number of strategies.

The Chair thanked the Executive Director for his update.

Resolved: That the York BID update be noted.

Reason: To be kept up to date on the work of York BID.

13. Work Plan

A Member asked if electric vehicle charging points could be added into the work plan. The Chair agreed to try and include this in the workplan. In response to a Member question regarding York Civic Trust work on 9 cities, the Chair clarified what this was.

Resolved: That the workplan be agreed as per the version circulated with the meeting papers.

Reason: To keep the workplan up to date.

Cllr K Taylor, Chair

[The meeting started at 17:30 and finished at 20:20].

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Economy Place and Scrutiny Committee**18 October 2022**

Report of Corporate Director of Place
Portfolio of the Executive Member for Finance and Performance

Community Infrastructure Levy Update**Summary**

1. Since 2010, authorities in England and Wales have been empowered to establish a Community Infrastructure Levy (CIL) to help pay for infrastructure to support development, such as schools, green infrastructure and sustainable transport. On 16 June 2022, City of York Council's Executive agreed introduce a CIL in York to support the implementation of the emerging Local Plan.
2. This report provides information about CIL and an update on progress implementing a CIL for York. It explains:
 - What CIL is and how it differs to S106.
 - The Council's emerging thinking on CIL implementation, including timelines for consultation.

Background

3. The Community Infrastructure Levy (CIL) provides a mechanism to collect funding from development. It is intended to help ensure infrastructure to support development envisaged is delivered in the right time and in the right place. Infrastructure that can be funded by CIL includes transport infrastructure, flood defences, schools, hospitals, and other health and social care facilities, open spaces, cultural and sports facilities, district heating schemes and other community safety facilities.

4. Before any CIL can be collected and spent, there is a defined process for setting CIL rates which is set out in the CIL Regulations 2010 (as amended). CIL rates must be identified in a CIL Charging Schedule. The proposed rates must be consulted on through publication of a Draft Charging Schedule which must then be subject to an examination led by an independent person. This public examination process is to allow scrutiny of the charges and the supporting evidence. The supporting evidence will need to demonstrate that:
 - The CIL charge(s) proposed are viable for development including for different types or development of areas.
 - There is an infrastructure funding that justifies charging a CIL, drawing on infrastructure evidence associated with the Local Plan.
5. The rates identified in any Charging Schedule arise from a technical exercise on the viability of development as required by Regulations; rates must not be set based on policy decisions about the desirability, or otherwise, of a particular use.
6. A CIL examination does not consider the way in which CIL is spent or the governance processes associated with allocating CIL receipts to projects. This is for the charging authority to define and in the case of York, its Executive. However, there *are* rules for the way in which CIL must be used and these are defined in legislation. This includes a clear legal requirement for CIL to be spent on infrastructure to support development in York. A proportion to be allocated to neighbourhood priorities for funding which can be wider than just on infrastructure but must be used to address the demands that development places on the area. CIL cannot therefore remedy existing funding deficits or matters unrelated to development.

Key Information and Progress Update

What is the CIL and how does it differ from Section 106 funding?

4. CIL is a fixed charge per square metre on most development of 100 square metres or more, or a new dwelling of any size. It is calculated using standard formulae set out in the Regulations. CIL rates must be set out in a Charging Schedule. An example of a CIL charging schedule is shown in Figure 1. There are exceptions and reliefs from payment of CIL provided for in the Regulations, and available by application. The reliefs

can apply to affordable housing, most charitable developments, self-build homes and residential annexes.

5. While the CIL sum a developer is liable to pay is calculated at the time of a planning permission, CIL is only payable when a development has commenced. The CIL payment is index linked to a BCIS index from the year the CIL charge was adopted to the year the charge is applied (meaning that this can be higher or lower than the rates shown in a CIL Charging Schedule). Like the charge itself, this indexation calculation is defined in the Regulations.

Use	Proposed CIL Charge per sq. m.
<p>Private Market Houses (excl. apartments) Low value areas Moderate value areas High value areas</p>	<p>£10 £35 £50</p>
<p>Supermarket Supermarkets are large convenience-led stores where the majority of custom is from people doing their main weekly food shop. As such, they provide a very wide range of convenience goods, often along with some element of comparison goods. In addition to this, the key characteristics of the way a supermarket is used include:</p> <ul style="list-style-type: none"> - The area used for the sale of goods will generally be above 500 sq. m. - The majority of customers will use a trolley to gather a large number of products; - The majority of customers will access the store by car, using the large adjacent car parks provided; - Servicing is generally undertaken via a dedicated service area, rather than from the street. 	<p>£110</p>
<p>Retail Warehouse Retail warehouses are usually large stores specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY items and other ranges of goods. They can be stand-alone units, but are also often developed as part of retail parks. In either case, they are usually located outside of existing town centres and cater mainly for car-borne customers. As such, they usually have large adjacent, dedicated surface parking.</p>	<p>£60</p>
<p>Public/Institutional Facilities as follows: education, health, community and emergency services</p>	<p>£0</p>
<p>All other chargeable development (incl. apartments)</p>	<p>£0</p>

Figure 1: Example of CIL Charges (maps showing value areas are in the charging schedule)
 Source: Selby District Council Charging Schedule, 2015 (which came into effect 01 January 2016)

6. CIL receipts go into a single funding pot which is further split up into the following 'pots' CIL. The split is as follows:

- 75 to 85 % of CIL receipts must be applied to infrastructure to support the development of a charging area (but excluding affordable housing which continue to be secured through Section 106).
- 15% to 25% of CIL receipts must be applied to neighbourhood priorities as set out in Figure 2.
- Up to 5% of CIL receipts can be used cover administration costs associated with the administration of CIL.

Parish council	Neighbourhood plan	Levy
✓	✓	25% uncapped, paid to parish each year
✓	x	15% capped at £100/dwelling (indexed for inflation), paid to parish each year
x	✓	25% uncapped, local authority consults with community about how funds can be used, including to support priorities set out in neighbourhood plans
x	x	15% capped at £100/dwelling (indexed for inflation), local authority consults with community to agree how best to spend the neighbourhood funding

Figure 2: CIL Neighbourhood Funding

Source: National Planning Practice Guidance on Community Infrastructure Levy, Paragraph 145, Referenced 23-145-20190901

7. Importantly, and in common with Section 106, the purpose of CIL is to address the impacts of development and not to address existing funding deficits or demand unrelated to development. But there are some differences. Unlike Section 106 CIL is *non-negotiable* and fixed charge; once the rate is set through the Charging Schedule, that is the rate that must be applied to development. Section 106 legal agreements identify the specific project or works that any contributions are to be spent on. CIL is not secured through a legal agreement with these restrictions. It is a financial contribution paid into a single pot for the Council to apply to infrastructure as set out in paragraph 6 above. This allows more strategic application of funding compared to Section 106.
8. The CIL and Section 106 can be used alongside each other where the legal requirements set out in the Regulations are met. In very simple terms, CIL has a particular role in meeting the cumulative demand arising from development overall, including smaller scale development, but there will still be a role for Section 106 even when CIL is adopted. Section 106 will therefore continue to be used to secure affordable housing and other site-specific infrastructure even when CIL comes into effect in York.
9. As reported to Executive on 16 June 2022, on large-scale strategic sites where a larger proportion on developer contributions will be secured through Section 106 (such as where onsite school is required), the CIL contribution is likely to be lower. But there may be instances where the CIL portion of the total developer contributions 'pie' is larger than the Section 106 contributions for smaller developments or certain non-residential uses.

What progress has been made since Executive in introducing a CIL?

10. Since the meeting of Executive in June 2022, in the context of the Local Plan examination, further viability testing of strategic sites and student housing has been undertaken. Building on this work, the Council intend to appoint a specialist consultant to assess the help set the appropriate CIL for York. This will include advice on the extent to which this should be varied by use or area. Such variances must be based on evidence on viability.
11. Officers have also continued to engage officers internally, for example, the Council's transport policy and schools place planning officers, as well as external partner organisations, such as health providers. This continues the engagement associated with work on the emerging Local

Plan. The purpose of this engagement, in the context of CIL, is to continue to collate evidence on infrastructure needs, costs and timelines. This evidence will be updated and analysed to identify the infrastructure funding gap which will be examined as part of the Charging Schedule examination.

12. Work has not yet commenced on a policy for CIL allocation and spend as the first step is to get a CIL charge in place. Furthermore, until the CIL charging schedule has been adopted in in operation, no CIL can be collected. It will also take some time of appreciable CIL receipts to build up. Decisions on allocation and spend are therefore not less than 18 to 24 months away. The policy for CIL spend once adopted (and any processes for allocation associated with this) will be designed to demonstrably comply with the relevant legislation on the use of CIL.

What are the approaches to neighbourhood funding within unparished areas, before Executive taking a decision on this?

13. As explained above, CIL receipts are some way off as they are on a Charging Schedule being adopted – and payments accruing after this. Therefore, the approaches to the spend of CIL, including for unparished neighbourhood areas, are yet to be developed in detail. It anticipated work will commence next year in parallel with work on the Charging Schedule. This will be led by officers from Place Directorate. It will involve conversations with communities in central York as well as Parish Council on CIL allocation and spend approaches (and the systems needed to support these).
14. An advantage of being a relatively late adopter of a CIL is the opportunity to learn from good practice elsewhere in Yorkshire but also further afield; for example, London is largely unparished, b early adopters of CIL (ut boroughs were early adopters of CIL (with adoption clustered around 2012 to 2015). A number of models of neighbourhood CIL funding practices have emerged in London and elsewhere in the country, these have included:
 - A crowdfunding approach, for example, [‘Crowd Fund Portsmouth’](#)
 - A ‘community chest’ approach allowing bidding for projects through defined funding rounds
 - Using funding alongside ward budget programmes.
15. Officers will engage with the national Planning Advisory Service (PAS) to access advice on best practice. This is to ensure that in line with the

expectations of Executive and members of the Local Plan Working Group, that is parity between parished and unparished areas as far as possible within the scope of the Regulations.

What is the emerging thinking on the Draft Charging Schedule CIL prior to going to further consultation?

16. Further work is ongoing to determine the appropriate CIL rates – developing the viability analysis undertaken associated with the Local Plan. Because CIL is non-negotiable, it cannot be discounted on a case by case basis in the context of individual planning applications. Developers will need to be able to pay for CIL, but also meet our Local Plan affordable housing targets and sustainable design standards so permission can be granted in line with emerging Local Plan policies.
17. It is important that CIL is set at a level that is appropriate to fund much needed infrastructure, but does not put development at risk. Developers also need to make a profit, or they simply will not invest in housing (and affordable housing) and commercial development in York. National planning guidance makes it clear that when deciding the CIL rates, a charging authority must strike an appropriate balance between additional investment to support development and the potential effect on the viability of developments.

What is the timeline and details the process for the formal consultation on the draft charging schedule?

18. As reported to Executive on 16 June 2022, it was intended that a Draft Charging Schedule would be ready for consultation in Autumn 2022. However, the need to consult on modifications to the Local Plan arising from the examination hearings, means that this is now likely to be in early 2023. This will be in parallel with consultation on proposed modifications on the Local Plan.

Consultation

19. The CIL Regulations 2010 (as amended) set out a clear requirement for consultation on the Draft CIL Charging Schedule in addition to a public independent examination of the proposed charges. This Draft Charging Schedule, setting out proposed rates, will be subject to approval by

Executive and consultation with the Local Plan working group ahead of formal consultation.

Council Plan

20. As well as supporting delivery of the emerging Local Plan, introduction of a CIL for York will contribute to the attainment of 'Creating homes and world-class infrastructure' outcome, as set out in the Council Plan 2019-2023 (Making History, Building Communities) and indirectly support other objectives.

Implications

21. This report is for information. Implications for the decision were addressed in the 16 June 2022 report to Executive on this subject.
- **Financial** – None identified
 - **Human Resources (HR)** – None identified
 - **Equalities** – None identified
 - **Legal** – None identified
 - **Crime and Disorder** – None identified
 - **Property** – None identified

Risk Management

7. This report is for information. Implications for the decision were addressed in the 16 June 2022 report to Executive on this subject.

Recommendations

8. To note the content of this report.

9. Contact Details:

Author:

Chief Officer Responsible for the report:

Alison Stockdale
Principal Planning Policy
Officer
Strategic Planning Policy

Neil Ferris,
Executive Director Place

Report
Approved



Date 10.10.22

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

All

For further information please contact the author of the report

Wards Affected: All

For further information please contact the author of the report

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**Economy and Place Policy and Scrutiny
Committee****19 October 2022****Purple Flag Update****Summary**

1. This report provides an overview of the City's Purple Flag status, where the city meets/exceeds the requirements of the award and the next steps which include plans to work with partners in the hospitality and tourism industry to promote the achievement more widely.

Recommendations

2. To note the update on the city's Purple Flag accreditation.

Reason: To be kept up to date on the city's Purple Flag accreditation.

Background

3. Purple Flag is an award from the Association of Town and City Management (ATCM). It is awarded to places with excellent night time and evening economies (ENTE). The award helps to create 'safe and thriving locations at night for all users' (Source ATCM website).
4. It is important to stress at the outset that whilst achieving Purple Flag status was part of the Council Plan 2019-2023 and is administered by the City of York Council, it is very much the city's award and was achieved because of the contribution of many partners including (but not limited to) Make it York, York BID, York Hospitality Association, North Yorkshire Police, North Yorkshire Fire and Rescue as well as individual local businesses and other organisations for their work in creating a 'welcoming, clean, safe place with a vibrant and rich mix of activities amongst other things'. A more detailed list of the key partners is provided in Annex 1.

The Purple Flag Area

5. The area of scope for Purple Flag is the boundary within York City Centre as agreed by the Purple Flag Working Group i.e. partners from the aforementioned groups and others. The map also includes a key of ENTE businesses including restaurants, pubs, nightclubs, leisure, arts, educational, civic and cultural venues. Transport hubs and late-night car parks were included. The map also includes any green spaces located within the boundary. Annex 2 shows a map of the Purple Flag area.

Purple Flag Area Criteria

6. Purple Flag is judged around five key themes:

- The 'Wellbeing' theme looked at how welcoming, clean, and safe York's ENTE is.
- The 'Movement' theme addressed the secure pattern of arrival, circulation and departure to those using the ENTE.
- The 'Appeal' theme looked at the vibrant choice and a rich mix of entertainment and activity York offers, and
- The 'Place' theme showed York as a stimulating destination and a vital place.
- The overarching 'Policy Envelope' looked at the clear aim and common purpose we as a city have behind the work that contributes to the successful running of our ENTE, and also our commitment to the Purple Flag programme.

Assessment and Conclusions

7. An overnight self-assessment took place first in August 2021 which allowed members of the Purple Flag Working Group to trial the itinerary for the Purple Flag assessors visit, and ensuring we were confident that all five Purple Flag themes were met to the required standards prior to application.
8. York's application then proceeded to the next stage of the accreditation timeline. In November 2021 two Purple Flag Assessors visited York on behalf of the ATCM and followed an itinerary co-ordinated by the Purple Flag Co-ordinator to allow them to assess our ENTE in person and check that their findings aligned with those stated in the Purple Flag application. Their itinerary was separated into four time periods covering the city from early evening to late night.

9. Following this visit, the assessor's findings were brought to the ATCM panel who make the decision as to whether York had met all of the requirements needed to obtain a Purple Flag. York was awarded with its first Purple Flag in February 2022. As part of this achievement, we were provided with a detailed report which highlighted comments from the assessment team in relation to each of the Purple Flag themes. York was awarded 'Above Standard' for 4 out of 5 key themes (Wellbeing, Movement, Appeal and Place) and Excellent/Outstanding for the Policy Envelope theme due to the effective partnership working that takes place across the city.

10. Wellbeing Highlights (Welcoming, clean and safe)

- High quality CCTV
- No alcohol policy in train station is a success
- Additional York BID waste and cleaning is benefit to city
- Use of Street Rangers, Support Marshalls, Street Angels, York Rescue Boat, Taxi Marshalls, student Nightsafe all contribute to good level of community care

11. Movement Highlights (A secure pattern of arrival, circulation and departure)

- Railway station is clean and well supervised.
- Evidence of the public using local buses until late evening.
- Public transport supported by adequate and frequent taxi provision.
- Car parks appear to be well-used, clean and adequately-lit.
- The map information boards at numerous places throughout the city were an impressive feature.

12. Appeal Highlights (A vibrant choice and a rich mix of entertainment and activity)

- Wide range of food venues which can cater to all tastes and budgets.
- Range of bars was impressive, from traditional pubs through to contemporary bars and nightclubs.
- The late-night venues seen in various parts of the city centre appeared to be catering for the demand.

- Retail category will be enhanced by the Xmas markets and other seasonal attractions throughout the year.
- Good use and illumination of public spaces in the evening (e.g. city walls).
- Good to see that theatres and art venues were resuming following the pandemic.

13. Place Highlights (A stimulating destination and a vital place)

- Excellent mix of accommodation, from the high-end offer nearer the railway station, to the more value-based venues in the Piccadilly area.
- Good use made of open areas. The outdoor seating/pavement café facilities are well used.
- The river-side venues are a good feature.
- Ongoing work with listed buildings is encouraging.
- Further work in the “My Castle Gateway” will further enhance the appeal of that area.

14. Policy Envelope (A clear aim and a common purpose)

- The various projects and policies detailed in the application show that there is a very good strategic lead in the city. There are a number of multi-agency groups involved in setting objectives and targets.
- The wide range of members listed on the working group shows very good participation, seeking to achieve high standards.
- The appointment of a Purple Flag Co-ordinator, and retention during the difficult pandemic period, is a noteworthy achievement, along with plans for backing up this role by partners should the need arise.

What next?

15. A Purple Flag round-table meeting took place in September 2022, chaired by the Leader of City of York Council and attended by key partners. Priorities for moving forward with Purple Flag were agreed. These included reviewing the Safer York Partnership’s role in the Purple Flag accreditation and partners working more collaboratively to continue to push the messaging about Purple Flag beyond the city. To this end, the City of York Council’s Assistant Director for Policy and

Strategy will work with key partners from the Business improvement District (BID), Make it York and the local hospitality and tourism industry amongst others to promote the award more widely. A small budget has been allocated to help provide some publicity material.

16. There were also discussions on recent publicity concerning hen/stag parties and holiday lets and how best to mitigate against these perceptions through building pride in our Purple Flag accreditation. Examples of the kind of work to be brought forward includes the production of a guide to organising safe and considerate stag and hen do's (and similar gatherings) to help ensure the city is a welcoming place for everyone.
17. In October 2022 an interim renewal will be submitted to the ATCM. This is a lighter-touch submission, and as such is a desk-based exercise without an assessor visit or the need to complete a self-assessment chart. The ATCM will be looking for an update since York was awarded. Examples of updates detailed within the interim report include – Trauma kits purchased for the city centre as part of the ongoing work in the York Protect and Prepare Group, progress within York PubWatch group including an increase in members from licenced trade and regular monthly meetings, new additions to York for Spring/Summer including Thor's Orangery, YorkLife Festival and the York BID additional seating areas and planters. The Purple Flag Working Group has also been updated with new members for 2022.
18. A full renewal application will be required for 2023, this will include a physical assessment from the ACTM.

Council Plan

19. One of the commitments in the council plan 2019-2023 under the priority of 'ensuring safe communities and culture for all' was to work for an improved city centre for local residents, using the MyCityCentre activities to involve the community and city centre businesses in developing solutions, and working to secure Purple Flag accreditation in York'. (p.27)

19. Implications

- **Financial** – The purple flag accreditation is delivered within the Council's Public Protection team's existing council resources

- **Human Resources (HR)** –The Safety Advisory Group/Purple Flag Co-ordinator has specific responsibility for administering the Purple Flag award. As can be seen from the post title however, it is only one aspect of the role. The role is also concerned with administering the Safety Advisory Group (a multi-agency partnership providing advice to event organisers to help make them as safe as possible).
- **Equalities** – there are no specific equalities implications arising directly from this report.
- **Legal** – there are no legal implications arising from this report
- **Crime and Disorder** – the role of the award in reducing crime and disorder in the city’s highlighted in the report.
- **Information Technology (IT)** – there are no IT implications in the report
- **Property** – there are no property implications in the report.
- **Other** – there are no other implications in the report

Risk Management

20. There are no known risks associated with the report.

Contact Details:

Author:

Author’s name:

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Head of Public Protection

Tel No. 551528

Chief Officer Responsible for the report:

Chief Officer’s name:

James Gilchrist

Director of Transport, Environment and Planning

Report Approved

Date 07.10.22

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

All

For further information please contact the author of the report

Annexes

Annex 1: List of key partners

- York BID
- Make It York
- North Yorkshire Police
- North Yorkshire Fire & Rescue
- York St John University
- University of York
- York Rescue Boat
- First York
- Indie York
- Eboracum Security
- York Hospitality Association
- York Retail Forum
- York Pubwatch

Annex 2: Purple Flag map

Abbreviations

ACTM - Association of Town and City Management

BID - Business improvement District

ENTE - Evening and Night-time economy

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Economy and Place Policy and Scrutiny 18 October 2022 Committee

Report of the Director of Environment, Transport a
Portfolio of the Executive Member for Transport

Highway Maintenance programme

Summary

1. The purpose of this report is to update the Economy and Place Policy and Scrutiny Committee on the current position with respect to City of York Council's approach to Highway maintenance and to describe the improvement path the service is on.

Recommendations

2. The Committee is asked to:
 - 1) Note the content of the report and consider whether the Scrutiny committee wish to undertake more detailed work this financial year to investigate practices in other Highway Authorities.

Reason: To respond to the Scrutiny request.

Highway maintenance

3. The approach to Highway maintenance at City of York Council follows UK good industry practice as promoted by UK Road Liaison Group (UKRLG) within published guidance. The guidance published by the UK Road Liaison Group (UKRLG) is endorsed by Department for Transport to the extent that following the guidance is considered essential for successful completion of the self-assessment questionnaire embedded within the 'DfT Local highways maintenance incentive fund'.

4. The self-assessment questionnaire is 22 questions and answers submitted to DfT each year about how you manage highways as an asset. A satisfactory answer to over 18 of the questions secures the top level of funding. City of York achieves receives the maximum funding allocation in the 'DfT Local highways maintenance incentive fund'. If the council systems were not in accordance with the guidance this level would not be achieved, dropping a level would reduce the funding received by 70% (in 2021/22 70% would have equated to £240k).
5. In order to follow the guidance the Council has adopted the first version of the Highway Infrastructure Asset Management Plan. This was agreed by the Executive in October 2021. Links to this document can be found in the **Background papers** section of this document.
6. In accordance with the HIAMP and the methodologies within, a Highway Maintenance programme is developed on an annual basis.. Assets are not simply prioritised for intervention because they are in the worst condition. The condition of the asset is a key factor, but elements such as the hierarchy of the road (in terms of usage), links to key services (such as schools and hospitals) are also considered and value for money. The Highway Maintenance programme for 2022-23 was signed off and published in May 2022. Links to the document pack can be found in the **Background papers** section of this document.
7. In order to prioritise interventions, annual condition surveys are undertaken. This information is stored publicly on the York open data. By way of example the link below is to the 2021 condition data.

<https://data.yorkopendata.org/dataset/road-condition-survey-2021>

8. There are a number of challenges when delivering a complex multimillion pound programme of this nature. First of all, the funding is objectively prioritised as there is neither the funding nor the capacity to make an intervention on every piece of highway every year. This can lead to issues about priorities being raised by residents and Councillors. In order to allow some subjectivity an allocation of Highway Maintenance budget is put aside as part of the budget process to be taken forward as Ward schemes. This is

where Ward Councillors are able to bring forward schemes that aren't in the current programme.

9. Flexibility in the main annual programme is limited because once the programme is agreed and the full year of works is planned including road space and procurement needs to be undertaken with respect to the whole programme to ensure efficiencies in materials and labour, for example, are attained and value for money is achieved.
10. Historically, due to the complexity of collecting and analysing of the condition data, the programme has been published for the year ahead. This then leaves questions around prioritisation outside of the coming year. The Council have recently invested in a new Highways Asset management ICT system and with improved automated methods for collecting condition information, it will be possible to develop a programme for the coming year and indicatively for the following years (subject to annual condition surveys and reactive condition reports). It is the ambition to start to publish a 4 year programme with the programme for the year and 3 years of indicative prioritisation to aid both with transparency and to steer Ward teams on the optimisation of Ward budgets.
11. Moving forward, a new structure is being implemented in Highways to place a greater focus on Highway Asset Management. A new Head of Highway Asset Management is in post and the asset management team roles are now being filled.
12. The team work closely with other Authorities and organisations (such as the Local Council Road Innovation group (LCRIG)) to explore and implement new methodologies and to ensure best practice is followed. The Association of Public Sector Excellence (APSE) publish papers on York's performance in this area. There are 2 APSE reports attached to this paper as Annexes. **Annex 1: Performance Indicator Standings 19-20** and **Annex 2: Direction of travel 19-20**.
13. Devolution will also bring opportunities and CYC are currently working with North Yorkshire County Council on a unified approach to HIAMP locally and at a Combined Authority level.

Council Plan

14. The Highway Maintenance work feeds into the following Council Plan priorities:

- Well-paid jobs and an inclusive economy
- A greener and cleaner city
- Getting around sustainably
- Safe communities and culture for all
- An open and effective council

Implications

15. The following implications have been considered.

Financial:

The current capital budget for 2022/23 for highway maintenance schemes is £10,373k. This comprises £2,835k of funding from the DfT with the remainder being funded by council funds. The detailed scheme allocations are set out in the annual highway maintenance report as referred to in para 5.

Human Resources (HR):

There are no HR implications.

Equalities:

The Council recognises its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions. These are taken into account when working on any schemes within the Highway maintenance programme and as an overarching approach to Highway asset management.

Legal:

There are no Legal implications.

Crime and Disorder: There are no Crime & Disorder implications.

Information Technology (IT): There are no IT implications.

Property: There are no Property implications.

Other: There are no other implications.

Risk Management

16. Risk management around this work is undertaken at an operational and project level.

Contact Details

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Directorate of Place

Dave Atkinson
Head of Highways &
Transport
Directorate of Place

**Chief Officer Responsible for the
report:**

James Gilchrist
Director – Environment, Transport and
Planning

**Report
Approved**

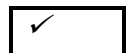


Date 10/10/2022

Specialist Implications Officer(s) List information for all

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

All



For further information please contact the author of the report

Abbreviations

HIAMP – Highway Infrastructure Asset Management Plan

LCRIG – Local Council Road Innovation Group

UKRLG – UK Road Liaison Group

Background Papers:

Meeting of the Executive October 2021

Item – Highway infrastructure Asset Management Plan

<https://democracy.york.gov.uk/documents/s152733/HiAMP%20V12%20Oct%202021.pdf>

HiAMP v7

https://democracy.york.gov.uk/documents/s152734/Annex%20A%20-%20HiAMP_v7.pdf

Highway inspection manual

<https://democracy.york.gov.uk/documents/s152735/Annex%20B%20-%20HSIM-word%20version.pdf>

Officer decision published May 2022 – Highway Annual Maintenance Programme 2022-23

Highway maintenance programme

<https://democracy.york.gov.uk/ieDecisionDetails.aspx?ID=6525>

Paper

<https://democracy.york.gov.uk/documents/s159060/Highways%20Annual%20Maintenance%20Programme%20Report2022-2023%20Post%20PHCMT.docx.pdf>

Annex 1 - Highway report

<https://democracy.york.gov.uk/documents/s159061/Annex%201%20Highways%20Report.docx.pdf>

Annex 2 - Large Patching

<https://democracy.york.gov.uk/documents/s159062/Annex%202%20LP.docx.pdf>

Annex 3 - Summary of budgets and annexes

<https://democracy.york.gov.uk/documents/s159063/Annex%203%20CW.docx.pdf>

Annex 4 - Footway

<https://democracy.york.gov.uk/documents/s159064/Annex%204%20FW.docx.pdf>

Annex 5 - Street lighting

<https://democracy.york.gov.uk/documents/s159065/Annex%205%20SL.docx.pdf>

Annex 6 - Street lighting steel replacement

<https://democracy.york.gov.uk/documents/s159066/Annex%206%20SL.docx.pdf>

Annex 7 - Concrete column replacement

<https://democracy.york.gov.uk/documents/s159067/Annex%207%20SL.docx.pdf>

Annex 8 - Bar walls

<https://democracy.york.gov.uk/documents/s159068/Annex%208%20BW.docx.pdf>

Annex 9 - Tadaster road

<https://democracy.york.gov.uk/documents/s159069/Annex%209%20TR.docx.pdf>

Annex 10 - Drainage

<https://democracy.york.gov.uk/documents/s159070/Annex%2010%20DR.docx.pdf>

Annex 11 - Surface dressing

<https://democracy.york.gov.uk/documents/s159071/Annex%2011%20SD.docx.pdf>

Annex 12 - Reactive maintenance programme

<https://democracy.york.gov.uk/documents/s159072/Annex%2012%20RM.docx.pdf>

Annex 13 - Performance review of Maintenance capital delivery

<https://democracy.york.gov.uk/documents/s159073/Annex%2013%20PR.docx.pdf>

2022-23 Carriage resurfacing sites book

<https://democracy.york.gov.uk/documents/s159074/2022-23%20Carriageway%20Resurfacing%20Sites%20Book.pdf>

2022-23 Footway sites book

<https://democracy.york.gov.uk/documents/s159074/2022-23%20Carriageway%20Resurfacing%20Sites%20Book.pdf>

2022-23 Large patching sites book

<https://democracy.york.gov.uk/documents/s159076/2022-23%20Large%20patching%20Sites%20Book.pdf>

2022-23 Surface dressing sites book

<https://democracy.york.gov.uk/documents/s159077/2022-23%20Surface%20Dressing%20Sites-%20Book.pdf>

HIAMP v7

https://democracy.york.gov.uk/documents/s159078/WEBSITE%20Version%20-%20HIAMP_v7.pdf

Annexes

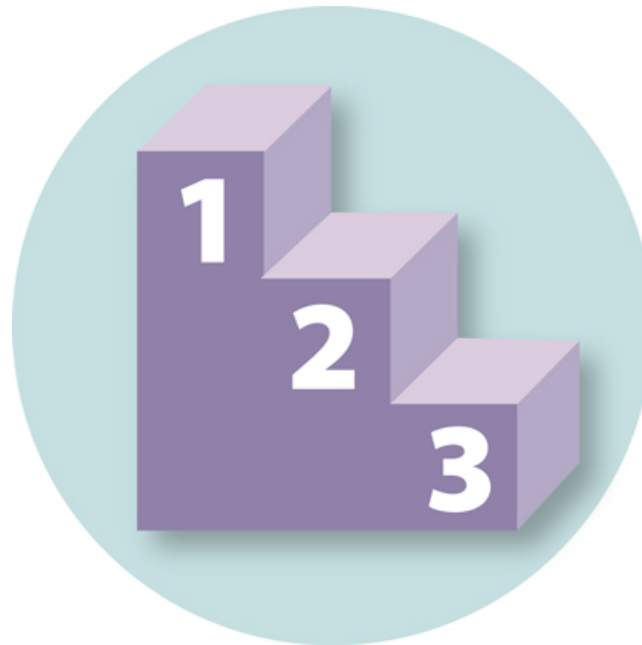
Annex 1 – APSE Performance indicator standings 19-20

Annex 2 – APSE Direction of travel 19-20

Roads, highways and winter maintenance

2019-20, Issue 2

Performance indicator standings



Family group comparison

Roads, highways and winter maintenance performance indicator standings 2019/20

Name of authority	City of York Council									
PIN	8175									
Family group	H3									
Performance indicator	Number in group	Highest in group	Average for group	Lowest in group	Your output/score	Standing in group	Top quartile mark	Quartile achieved	Ten percentile mark	High/Low/Neutral
Carriageway asset performance indicators Safety										
PI 03a - Percentage of emergency (cat 1) defects made safe within response times	14	100.00%	93.30%	73.12%	99.19%	5	99.79%	2	100.00%	H
PI 03b - Percentage of emergency (cat 1) and "find & fix" defects made safe within response times	14	100.00%	95.04%	73.12%	99.19%	6	99.93%	2	100.00%	H
PI 39a - Percentage of safety inspections completed on time	13	100.00%	94.48%	69.44%	-	-	99.98%	-	100.00%	H
PI 39b - Percentage of planned km of safety inspections completed	9	100.00%	98.75%	91.10%	-	-	100.00%	-	100.00%	H
PI 114 - Percentage of maintained network subject to salting regime	15	58.25%	45.61%	35.36%	-	-	49.25%	-	57.51%	H
PI 62 - Kg of salt used per km of road treated	9	112.93	78.70	15.15	-	-	-	-	-	N
Carriageway asset performance indicators Condition/Asset preservation										
PI 40 - Percentage of carriageway length to be considered for maintenance treatment (Scotland only)	9	40.60%	33.83%	27.30%	-	-	-	-	-	N
PI 41a - Percentage of carriageway length treated	17	6.13%	3.15%	1.45%	2.41%	-	-	-	-	N
PI 41b - Percentage of carriageway length treated (calculated from treatment types)	16	9.77%	3.48%	0.82%	2.41%	-	-	-	-	N
PI 41c - Percentage of carriageway square metres treated (calculated from treatment types)	17	7.44%	4.01%	1.60%	2.97%	-	-	-	-	N
PI 02b - Condition of principal roads (England and Wales only)	8	5.00%	3.83%	2.01%	-	-	3.00%	-	2.01%	L
PI 02c - Condition of All non principal roads (England and Wales only)	9	14.55%	7.48%	3.00%	8.26%	6	4.14%	3	3.00%	L
PI 02e - Condition of non principal roads (Class B -England and Wales only)	9	21.85%	6.46%	2.80%	21.85%	9	3.30%	4	2.80%	L
PI 02f - Condition of non principal roads (Class C -England and Wales only)	9	27.73%	10.93%	2.30%	27.73%	9	5.70%	4	2.30%	L
PI 02g - Condition of unclassified roads (England and Wales only)	8	28.00%	20.57%	6.30%	27.87%	7	14.20%	4	6.30%	L
PI 02d - Condition of 'A' class carriageways (Scotland only)	9	38.78%	27.51%	19.96%	-	-	23.00%	-	19.96%	L
PI 02h - Condition of 'B' class carriageways (Scotland only)	9	36.92%	27.47%	18.45%	-	-	23.59%	-	18.45%	L
PI 02i - Condition of 'C' class carriageways (Scotland only)	9	46.93%	35.63%	20.40%	-	-	33.56%	-	20.40%	L
PI 02j - Condition of unclassified carriageways (Scotland only)	9	42.88%	35.54%	26.50%	-	-	31.00%	-	26.50%	L
PI 28 - Number of emergency (cat 1) defects per km of maintained carriageway	14	1.27	0.37	0.00	0.16	7	0.03	2	0.01	L

Notes:

- The Authority will only be ranked in family group if it has shown an output / score within the set parameters for the performance indicator.
- Quartile / percentile marks are only shown for those performance indicators for which there is a desirable achievement.
- Quartile marks are only shown for those performance indicators for which there are a minimum of 8 outputs / scores within the set parameters.

Family group comparison

Roads, highways and winter maintenance performance indicator standings 2019/20

Name of authority	City of York Council									
PIN	8175									
Family group	H3									
Performance indicator	Number in group	Highest in group	Average for group	Lowest in group	Your output/score	Standing in group	Top quartile mark	Quartile achieved	Ten percentile mark	High/Low/Neutral
PI 29 - Percentage change in number of emergency (cat 1) defects	16	200.00%	-8.86%	-99.69%	19.23%	12	-70.52%	3	-73.30%	L
PI 34 - Percentage of urgent (cat 2 high) defects repaired within timescale	16	100.00%	80.00%	46.65%	54.44%	14	97.56%	4	100.00%	H
Carriageway asset performance indicators Third party claims										
PI 31b - Percentage change in number of non repudiated third party claims in last 3 years compared to previous 3 year period (carriageways)	11	36.24%	-9.01%	-56.52%	-	-	-28.10%	-	-28.41%	L
Carriageway asset performance indicators Financial										
PI 15b - Percentage of total carriageways function cost (revenue and capital) spent directly on carriageway repairs	13	96.93%	80.98%	26.05%	-	-	-	-	-	N
PI 42a - Total carriageway maintenance expenditure by carriageway network length	17	£10,861	£5,994	£751	£7,458	-	-	-	-	N
PI 42b - Carriageway contractor maintenance expenditure by carriageway network length	17	£9,542	£5,298	£751	£7,168	-	-	-	-	N
PI 42c - Total carriageway maintenance expenditure by square metres of carriageway area treated	16	£59.63	£29.36	£7.95	£36.06	-	-	-	-	N
PI 44 - Actual investment as a percentage of steady state figure (Scotland only)	6	122.06%	86.58%	45.47%	-	-	-	-	-	N
PI 23 - Percentage of roads/highways fabric maintenance expenditure that was spent on carriageways	14	96.81%	85.73%	52.85%	-	-	-	-	-	N
PI 32 - Service cost per gully	13	£30.04	£13.19	£5.05	£30.04	13	£6.98	4	£5.12	L
PI 43 - Total cost for carriageway winter maintenance treatment over the entire winter period divided by the total carriageway network length	17	£2,102.31	£740.54	£250.63	£459.44	-	-	-	-	N
PI 57a - Total cost per kilometre of carriageway travelled for precautionary treatment	12	£132.66	£21.03	£0.77	£0.77	1	£4.90	1	£4.45	L
PI 57b - Total cost per kilometre of carriageway treated for precautionary salting	12	£71.74	£21.68	£1.28	£1.28	1	£7.70	1	£6.53	L
PI 36b - Ratio of annual carriageway claims costs to structural expenditure (pence per £)	10	1.25	0.44	0.01	-	-	0.10	-	0.01	L
PI 63 - Total expenditure by carriageway network length	17	£18,760.04	£10,501.61	£2,096.86	£12,443.36	-	-	-	-	N
Footway asset performance indicators Safety										
PI 45a - Percentage of emergency (cat 1) defects made safe within response times	12	100.00%	95.41%	84.21%	100.00%	1	100.00%	1	100.00%	H
PI 46a - Percentage of safety inspections completed on time	10	100.00%	89.72%	41.32%	-	-	100.00%	-	100.00%	H
PI 46b - Percentage of planned kilometres of safety inspections completed	7	100.00%	98.44%	92.62%	100.00%	1	-	-	100.00%	H

Notes:

- The Authority will only be ranked in family group if it has shown an output / score within the set parameters for the performance indicator.
- Quartile / percentile marks are only shown for those performance indicators for which there is a desirable achievement.
- Quartile marks are only shown for those performance indicators for which there are a minimum of 8 outputs / scores within the set parameters.

Family group comparison

Roads, highways and winter maintenance performance indicator standings 2019/20

Name of authority	City of York Council									
PIN	8175									
Family group	H3									
Performance indicator	Number in group	Highest in group	Average for group	Lowest in group	Your output/score	Standing in group	Top quartile mark	Quartile achieved	Ten percentile mark	High/Low/Neutral
PI 113 - Percentage of total footways subject to precautionary salting treatment	15	18.27%	6.14%	0.00%	5.62%	7	11.33%	2	16.91%	H
Footway asset performance indicators Condition/Asset Preservation										
PI 47 - Percentage of footway length to be considered for maintenance treatment	13	56.10%	17.07%	2.76%	2.76%	-	-	-	-	N
PI 48a - Percentage of footway length treated	13	3.80%	0.94%	0.05%	-	-	-	-	-	N
PI 48b - Percentage of footway length treated (calculated from treatment types)	15	2.18%	0.58%	0.00%	-	-	-	-	-	N
PI 48c - Percentage of footway square metres treated (calculated from treatment types)	17	5.30%	0.89%	0.08%	0.16%	-	-	-	-	N
Footway asset performance indicators Third party claims										
PI 31c - Percentage change in number of non repudiated third party claims in last 3 years compared to previous 3 year period (footways)	10	61.90%	-9.79%	-41.03%	-	-	-28.33%	-	-41.03%	L
Footway asset performance indicators Financial										
PI 15c - Percentage of total footways function cost (revenue and capital) spent directly on footway repairs	15	97.04%	81.67%	50.41%	78.24%	-	-	-	-	N
PI 49a - Total footway maintenance expenditure by footway network length	17	£1,714.12	£762.08	£264.32	£856.50	-	-	-	-	N
PI 49b - Total footway contractor maintenance expenditure by footway network length	16	£1,274.56	£651.91	£264.32	£670.14	-	-	-	-	N
PI 49c - Total footway maintenance expenditure by square metres of footway area treated	16	£270.22	£103.61	£9.35	£89.78	-	-	-	-	N
PI 24 - Percentage of roads/highways fabric maintenance expenditure that was spent on footways	14	47.15%	14.27%	3.19%	-	-	-	-	-	N
PI 50 - Total cost for footway winter maintenance treatment over the entire winter period divided by the total footway network length	10	£334.02	£110.29	£0.70	£40.87	-	-	-	-	N
PI 58 - Total cost per km of footway travelled for precautionary treatment	7	£1,496.00	£427.01	£22.87	£1,090.20	6	-	-	£22.87	L
PI 36c - Ratio of annual footway claims costs to structural expenditure (pence per £)	9	12.91	3.60	0.00	-	-	0.00	-	0.00	L
Traffic management system performance indicators Safety										
PI 55 - Percentage of faults rectified within target time	14	100.00%	95.53%	84.34%	-	-	98.96%	-	99.73%	H
PI 56 - Percentage of faults rectified on first visit	14	96.75%	88.29%	65.38%	-	-	94.13%	-	96.30%	H

Notes:

- The Authority will only be ranked in family group if it has shown an output / score within the set parameters for the performance indicator.
- Quartile / percentile marks are only shown for those performance indicators for which there is a desirable achievement.
- Quartile marks are only shown for those performance indicators for which there are a minimum of 8 outputs / scores within the set parameters.

Family group comparison

Roads, highways and winter maintenance performance indicator standings 2019/20

Name of authority	City of York Council									
PIN	8175									
Family group	H3									
Performance indicator	Number in group	Highest in group	Average for group	Lowest in group	Your output/score	Standing in group	Top quartile mark	Quartile achieved	Ten percentile mark	High/Low/Neutral
Bridges and structures performance indicators Safety										
PI 300 - Percentage of principal inspections completed on time	12	100.00%	74.29%	12.20%	-	-	100.00%	-	100.00%	H
PI 301 - Percentage of general inspections completed on time	15	100.00%	84.03%	0.00%	-	-	100.00%	-	100.00%	H
Bridges and structures performance indicators Condition/Asset Preservation										
PI 302 - Bridge stock condition indicator - average BSCLav	15	95.00	86.26	77.15	-	-	90.05	-	91.00	H
PI 303 - Bridge stock condition indicator - critical BSCLcrit	14	83.20	75.29	66.60	-	-	81.01	-	83.10	H
Bridges and structures performance indicators Functionality										
PI 304 - Percentage of council owned bridges failing European standards	15	12.09%	3.30%	0.00%	-	-	0.55%	-	0.00%	L
PI 305 - Percentage of council road bridges with unacceptable height, weight or width restrictions	15	8.70%	2.45%	0.00%	-	-	0.34%	-	0.00%	L
Bridges and structures performance indicators Financial										
PI 306 - Annual budget Allocated as percentage of cost of identified work (from AMP) - Scotland only	9	61.94%	19.76%	2.87%	-	-	-	-	-	N
PI 307 - Percentage of Allocated budget spent per annum (Scotland only)	9	147.78%	72.48%	22.66%	-	-	-	-	-	N
PI 308 - Cost of identified potential work as percentage of total structures valuation - Scotland only	8	26.26%	6.61%	0.29%	-	-	-	-	-	N
All asset types amalgamated performance indicators Customer service										
PI 37 - Percentage of customer enquiries / requests for service closed off within council's own identified response times	9	97.26%	72.03%	37.14%	-	-	91.83%	-	97.26%	H
PI 61 - Percentage of enquiries made under the Freedom of Information Act that were dealt with within the Allowable time	13	100.00%	91.59%	52.94%	-	-	98.61%	-	100.00%	H
PI 208a - Taking everything into account, % of respondents satisfied overall with the service provided	2	18.18%	16.70%	15.22%	-	-	-	-	18.18%	H
All asset types amalgamated performance indicators Safety										
PI 59 - Percentage of emergency (cat 1) defects made safe within response times (carriageways and footways)	14	100.00%	92.82%	78.77%	99.53%	3	98.40%	1	99.80%	H
PI 60 - Km inspected per Safety Inspector (carriageways and footways)	6	2,434.12	912.98	192.80	-	-	-	-	2,434.12	H

Notes:

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Family group comparison

Roads, highways and winter maintenance performance indicator standings 2019/20

Name of authority	City of York Council									
PIN	8175									
Family group	H3									
Performance indicator	Number in group	Highest in group	Average for group	Lowest in group	Your output/score	Standing in group	Top quartile mark	Quartile achieved	Ten percentile mark	High/Low/Neutral
All asset types amalgamated performance indicators Financial										
PI 15a - Percentage of total roads/highways function cost (revenue and capital) spent directly on roads/highways repairs	14	91.73%	69.29%	9.78%	9.78%	14	84.12%	4	87.51%	H
PI 16 - Percentage of actual maintenance expenditure (carriageways and footways) which is planned	14	100.00%	75.60%	50.70%	-	-	84.01%	-	97.13%	H
PI 17 - Percentage of actual maintenance expenditure (carriageways and footways) that is reactive	13	42.36%	19.53%	2.87%	42.36%	13	14.67%	4	6.54%	L
PI 52 - Percentage of actual maintenance expenditure (carriageways and footways) that is routine	10	21.81%	8.11%	1.80%	-	-	-	-	-	N
PI 35 - Client cost ratio	18	54.42%	24.36%	7.01%	29.16%	-	-	-	-	N
PI 36a - Ratio of annual claims costs to structural expenditure (pence per £)	10	1.92	0.74	0.01	-	-	0.12	-	0.01	L
All asset types amalgamated performance indicators Staff absence										
PI 54a - Percentage staff absence - All staff	5	7.15%	4.47%	1.61%	-	-	-	-	1.61%	L
All asset types amalgamated performance indicators Third party claims										
PI 31a - Percentage change in number of non repudiated third party claims in last 3 years compared to previous 3 year period	12	46.27%	-12.81%	-100.00%	-	-	-28.38%	-	-49.43%	L

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Whole service comparison

Roads, highways and winter maintenance performance indicator standings 2019/20

Name of authority	City of York Council									
PIN	8175									
Performance indicator	Number in service	Highest in service	Average for service	Lowest in service	Your output/score	Standing in service	Top quartile mark	Quartile achieved	Ten percentile mark	High/Low/Neutral
Carriageway asset performance indicators Safety										
PI 03a - Percentage of emergency (cat 1) defects made safe within response times	42	100.00%	89.58%	29.41%	99.19%	14	100.00%	2	100.00%	H
PI 03b - Percentage of emergency (cat 1) and "find & fix" defects made safe within response times	42	100.00%	92.45%	29.41%	99.19%	17	99.99%	2	100.00%	H
PI 39a - Percentage of safety inspections completed on time	45	100.00%	93.42%	59.03%	-	-	100.00%	-	100.00%	H
PI 39b - Percentage of planned km of safety inspections completed	35	100.00%	97.13%	45.29%	-	-	100.00%	-	100.00%	H
PI 114 - Percentage of maintained network subject to salting regime	54	82.16%	44.15%	19.66%	-	-	49.25%	-	56.56%	H
PI 62 - Kg of salt used per km of road treated	37	262.39	100.14	15.15	-	-	-	-	-	N
Carriageway asset performance indicators Condition/Asset preservation										
PI 40 - Percentage of carriageway length to be considered for maintenance treatment (Scotland only)	30	54.17%	34.98%	21.20%	-	-	-	-	-	N
PI 41a - Percentage of carriageway length treated	53	8.01%	3.50%	0.11%	2.41%	-	-	-	-	N
PI 41b - Percentage of carriageway length treated (calculated from treatment types)	56	9.77%	3.79%	0.63%	2.41%	-	-	-	-	N
PI 41c - Percentage of carriageway square metres treated (calculated from treatment types)	56	12.50%	4.00%	0.79%	2.97%	-	-	-	-	N
PI 02b - Condition of principal roads (England and Wales only)	29	5.90%	2.79%	0.00%	-	-	2.00%	-	1.00%	L
PI 02c - Condition of All non principal roads (England and Wales only)	28	15.90%	5.65%	1.00%	8.26%	22	2.20%	4	1.70%	L
PI 02e - Condition of non principal roads (Class B -England and Wales only)	30	21.85%	4.16%	0.00%	21.85%	30	2.17%	4	1.36%	L
PI 02f - Condition of non principal roads (Class C -England and Wales only)	29	27.73%	6.50%	0.00%	27.73%	29	2.40%	4	1.10%	L
PI 02g - Condition of unclassified roads (England and Wales only)	28	51.80%	17.17%	0.00%	27.87%	25	8.75%	4	4.00%	L
PI 02d - Condition of 'A' class carriageways (Scotland only)	30	41.59%	27.77%	15.50%	-	-	22.59%	-	17.32%	L
PI 02h - Condition of 'B' class carriageways (Scotland only)	30	61.73%	30.62%	18.45%	-	-	24.08%	-	20.30%	L
PI 02i - Condition of 'C' class carriageways (Scotland only)	30	57.25%	33.40%	13.80%	-	-	25.76%	-	18.98%	L
PI 02j - Condition of unclassified carriageways (Scotland only)	30	58.40%	38.01%	21.30%	-	-	32.01%	-	30.10%	L
PI 28 - Number of emergency (cat 1) defects per km of maintained carriageway	46	1.27	0.30	0.00	0.16	27	0.03	3	0.01	L
PI 29 - Percentage change in number of emergency (cat 1) defects	51	258.33%	3.96%	-99.69%	19.23%	33	-49.52%	3	-77.68%	L
PI 34 - Percentage of urgent (cat 2 high) defects repaired within timescale	46	100.00%	74.80%	13.05%	54.44%	37	95.05%	4	98.94%	H

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Whole service comparison

Roads, highways and winter maintenance performance indicator standings 2019/20

Name of authority	City of York Council									
PIN	8175									
Performance indicator	Number in service	Highest in service	Average for service	Lowest in service	Your output/score	Standing in service	Top quartile mark	Quartile achieved	Ten percentile mark	High/Low/Neutral
Carriageway asset performance indicators Third party claims										
PI 31b - Percentage change in number of non repudiated third party claims in last 3 years compared to previous 3 year period (carriageways)	41	75.00%	-4.13%	-56.52%	-	-	-23.92%	-	-28.66%	L
Carriageway asset performance indicators Financial										
PI 15b - Percentage of total carriageways function cost (revenue and capital) spent directly on carriageway repairs	49	100.00%	79.85%	26.05%	-	-	-	-	-	N
PI 42a - Total carriageway maintenance expenditure by carriageway network length	55	£13,910	£5,612	£534	£7,458	-	-	-	-	N
PI 42b - Carriageway contractor maintenance expenditure by carriageway network length	53	£9,995	£4,798	£751	£7,168	-	-	-	-	N
PI 42c - Total carriageway maintenance expenditure by square metres of carriageway area treated	53	£67.80	£27.09	£4.50	£36.06	-	-	-	-	N
PI 44 - Actual investment as a percentage of steady state figure (Scotland only)	24	139.84%	73.47%	26.16%	-	-	-	-	-	N
PI 23 - Percentage of roads/highways fabric maintenance expenditure that was spent on carriageways	47	99.22%	85.61%	52.85%	-	-	-	-	-	N
PI 32 - Service cost per gully	44	£59.17	£15.77	£4.81	£30.04	39	£7.05	4	£5.40	L
PI 43 - Total cost for carriageway winter maintenance treatment over the entire winter period divided by the total carriageway network length	53	£2,102.31	£828.55	£106.70	£459.44	-	-	-	-	N
PI 57a - Total cost per kilometre of carriageway travelled for precautionary treatment	44	£281.54	£47.16	£0.77	£0.77	1	£10.22	1	£6.57	L
PI 57b - Total cost per kilometre of carriageway treated for precautionary salting	43	£479.05	£58.25	£1.28	£1.28	1	£17.36	1	£10.20	L
PI 36b - Ratio of annual carriageway claims costs to structural expenditure (pence per £)	42	5.83	0.72	0.00	-	-	0.07	-	0.01	L
PI 63 - Total expenditure by carriageway network length	56	£30,081.73	£9,936.54	£1,529.38	£12,443.36	-	-	-	-	N
Footway asset performance indicators Safety										
PI 45a - Percentage of emergency (cat 1) defects made safe within response times	37	100.00%	90.28%	27.78%	100.00%	1	100.00%	1	100.00%	H
PI 46a - Percentage of safety inspections completed on time	37	100.00%	89.17%	41.32%	-	-	100.00%	-	100.00%	H
PI 46b - Percentage of planned kilometres of safety inspections completed	28	100.00%	97.66%	75.00%	100.00%	1	100.00%	1	100.00%	H
PI 113 - Percentage of total footways subject to precautionary salting treatment	49	33.05%	5.89%	0.00%	5.62%	19	10.86%	2	16.91%	H
Footway asset performance indicators Condition/Asset Preservation										
PI 47 - Percentage of footway length to be considered for maintenance treatment	44	72.25%	20.69%	0.00%	2.76%	-	-	-	-	N
PI 48a - Percentage of footway length treated	45	8.09%	0.97%	0.00%	-	-	-	-	-	N

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Whole service comparison

Roads, highways and winter maintenance performance indicator standings 2019/20

Name of authority PIN	City of York Council									
	8175									
Performance indicator	Number in service	Highest in service	Average for service	Lowest in service	Your output/score	Standing in service	Top quartile mark	Quartile achieved	Ten percentile mark	High/Low/Neutral
PI 48b - Percentage of footway length treated (calculated from treatment types)	50	3.25%	0.71%	0.00%	-	-	-	-	-	N
PI 48c - Percentage of footway square metres treated (calculated from treatment types)	52	8.04%	1.02%	0.00%	0.16%	-	-	-	-	N
Footway asset performance indicators Third party claims										
PI 31c - Percentage change in number of non repudiated third party claims in last 3 years compared to previous 3 year period (footways)	35	61.90%	-12.40%	-70.59%	-	-	-28.33%	-	-41.03%	L
Footway asset performance indicators Financial										
PI 15c - Percentage of total footways function cost (revenue and capital) spent directly on footway repairs	48	100.00%	78.73%	34.52%	78.24%	-	-	-	-	N
PI 49a - Total footway maintenance expenditure by footway network length	47	£2,026.48	£835.94	£264.32	£856.50	-	-	-	-	N
PI 49b - Total footway contractor maintenance expenditure by footway network length	46	£2,291.62	£755.37	£168.60	£670.14	-	-	-	-	N
PI 49c - Total footway maintenance expenditure by square metres of footway area treated	47	£334.73	£93.06	£9.35	£89.78	-	-	-	-	N
PI 24 - Percentage of roads/highways fabric maintenance expenditure that was spent on footways	47	47.15%	14.39%	0.78%	-	-	-	-	-	N
PI 50 - Total cost for footway winter maintenance treatment over the entire winter period divided by the total footway network length	27	£509.29	£142.10	£0.70	£40.87	-	-	-	-	N
PI 58 - Total cost per km of footway travelled for precautionary treatment	14	£1,721.48	£486.57	£22.87	£1,090.20	11	£52.90	3	£23.37	L
PI 36c - Ratio of annual footway claims costs to structural expenditure (pence per £)	34	12.91	2.19	0.00	-	-	0.00	-	0.00	L
Traffic management system performance indicators Safety										
PI 55 - Percentage of faults rectified within target time	38	100.00%	95.27%	72.99%	-	-	99.73%	-	100.00%	H
PI 56 - Percentage of faults rectified on first visit	35	100.00%	89.71%	59.93%	-	-	96.15%	-	99.17%	H
Bridges and structures performance indicators Safety										
PI 300 - Percentage of principal inspections completed on time	46	100.00%	73.14%	0.00%	-	-	100.00%	-	100.00%	H
PI 301 - Percentage of general inspections completed on time	50	100.00%	86.09%	0.00%	-	-	100.00%	-	100.00%	H
Bridges and structures performance indicators Condition/Asset Preservation										
PI 302 - Bridge stock condition indicator - average BSCLav	52	98.66	85.26	67.80	-	-	90.05	-	91.04	H
PI 303 - Bridge stock condition indicator - critical BSCLcrit	52	96.79	75.32	59.10	-	-	81.70	-	83.21	H

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Whole service comparison

Roads, highways and winter maintenance performance indicator standings 2019/20

Name of authority PIN	City of York Council									
	8175									
Performance indicator	Number in service	Highest in service	Average for service	Lowest in service	Your output/score	Standing in service	Top quartile mark	Quartile achieved	Ten percentile mark	High/Low/Neutral
Bridges and structures performance indicators Functionality										
PI 304 - Percentage of council owned bridges failing European standards	49	12.09%	2.59%	0.00%	-	-	0.35%	-	0.00%	L
PI 305 - Percentage of council road bridges with unacceptable height, weight or width restrictions	44	8.70%	1.71%	0.00%	-	-	0.26%	-	0.00%	L
Bridges and structures performance indicators Financial										
PI 306 - Annual budget Allocated as percentage of cost of identified work (from AMP) - Scotland only	20	100.00%	26.44%	1.03%	-	-	-	-	-	N
PI 307 - Percentage of Allocated budget spent per annum (Scotland only)	26	147.78%	77.47%	22.66%	-	-	-	-	-	N
PI 308 - Cost of identified potential work as percentage of total structures valuation - Scotland only	21	35.00%	6.15%	0.15%	-	-	-	-	-	N
All asset types amalgamated performance indicators Customer service										
PI 37 - Percentage of customer enquiries / requests for service closed off within council's own identified response times	31	100.00%	80.15%	37.14%	-	-	96.54%	-	98.35%	H
PI 61 - Percentage of enquiries made under the Freedom of Information Act that were dealt with within the Allowable time	45	100.00%	92.78%	52.94%	-	-	100.00%	-	100.00%	H
PI 208a - Taking everything into account, % of respondents satisfied overall with the service provided	8	34.74%	23.51%	15.22%	-	-	30.30%	-	34.74%	H
All asset types amalgamated performance indicators Safety										
PI 59 - Percentage of emergency (cat 1) defects made safe within response times (carriageways and footways)	48	100.00%	88.35%	22.22%	99.53%	14	99.80%	2	100.00%	H
PI 60 - Km inspected per Safety Inspector (carriageways and footways)	25	3,537.57	1,350.16	192.80	-	-	1,986.99	-	2,910.32	H
All asset types amalgamated performance indicators Financial										
PI 15a - Percentage of total roads/highways function cost (revenue and capital) spent directly on roads/highways repairs	49	99.09%	71.29%	9.78%	9.78%	49	84.12%	4	87.74%	H
PI 16 - Percentage of actual maintenance expenditure (carriageways and footways) which is planned	47	100.00%	73.68%	39.44%	-	-	84.01%	-	92.55%	H
PI 17 - Percentage of actual maintenance expenditure (carriageways and footways) that is reactive	50	50.00%	18.70%	0.38%	42.36%	47	10.53%	4	2.70%	L
PI 52 - Percentage of actual maintenance expenditure (carriageways and footways) that is routine	38	21.81%	7.90%	1.80%	-	-	-	-	-	N
PI 35 - Client cost ratio	55	71.31%	26.54%	2.61%	29.16%	-	-	-	-	N

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Whole service comparison

Roads, highways and winter maintenance performance indicator standings 2019/20

Name of authority	City of York Council									
PIN	8175									
Performance indicator	Number in service	Highest in service	Average for service	Lowest in service	Your output/score	Standing in service	Top quartile mark	Quartile achieved	Ten percentile mark	High/Low/Neutral
PI 36a - Ratio of annual claims costs to structural expenditure (pence per £)	38	9.34	1.12	0.01	-	-	0.12	-	0.03	L
All asset types amalgamated performance indicators Staff absence										
PI 54a - Percentage staff absence - All staff	16	16.33%	5.15%	0.00%	-	-	2.50%	-	1.61%	L
All asset types amalgamated performance indicators Third party claims										
PI 31a - Percentage change in number of non repudiated third party claims in last 3 years compared to previous 3 year period	43	60.00%	-9.17%	-100.00%	-	-	-23.93%	-	-32.18%	L

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Roads, highways and winter maintenance

2019-20, Issue 2

Direction of travel



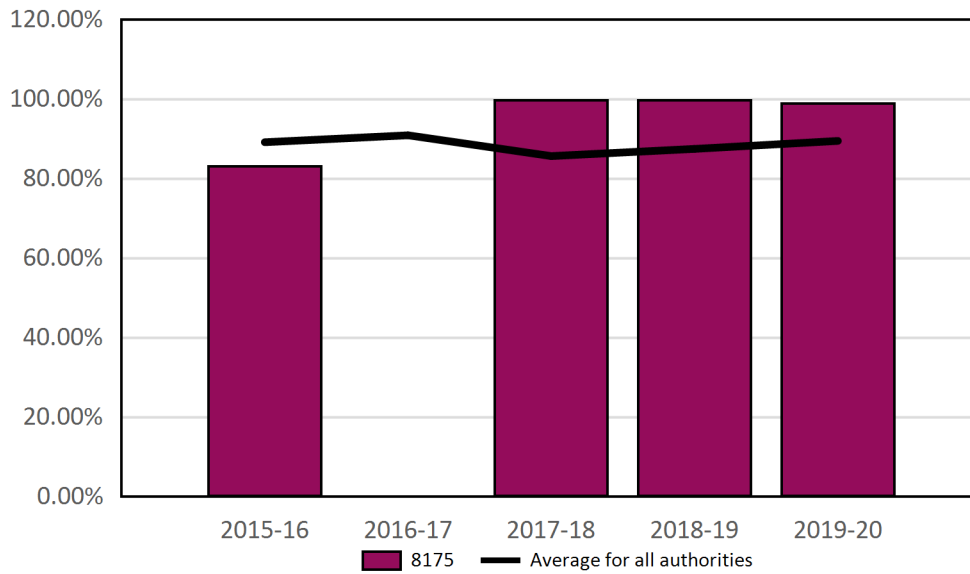
Performance indicators

The direction of travel report includes a 5 year analysis on the following selected performance indicators:

Roads, highways and winter maintenance

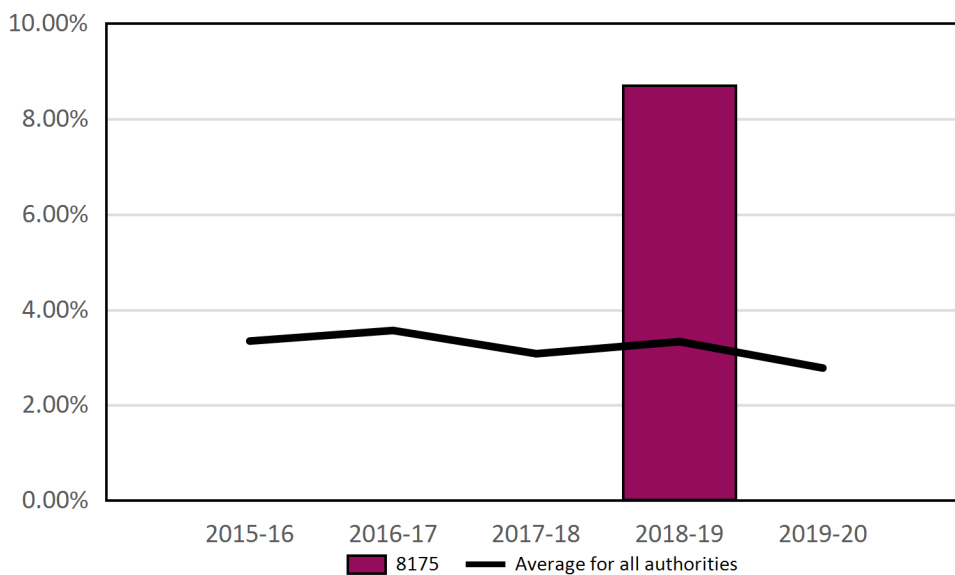
PI 03a	Percentage of emergency (cat 1) defects made safe within response times
PI 02b	Condition of principal roads (England and Wales only)
PI 02c	Condition of all non principal roads (England and Wales only)
PI 29	Percentage change in number of emergency (cat 1) defects
PI 15b	Percentage of total carriageways function cost (revenue and capital) spent directly on carriageway repairs
PI 45a	Percentage of emergency (cat 1) defects made safe within response times
PI 49a	Total footway maintenance expenditure by footway network length
PI 15a	Percentage of total roads/highways function cost (revenue and capital) spent directly on roads/highways repairs
PI 16	Percentage of actual maintenance expenditure (carriageways and footways) which is planned
PI 17	Percentage of actual maintenance expenditure (carriageways and footways) that is reactive

PI 03a Percentage of emergency (cat 1) defects made safe within response times



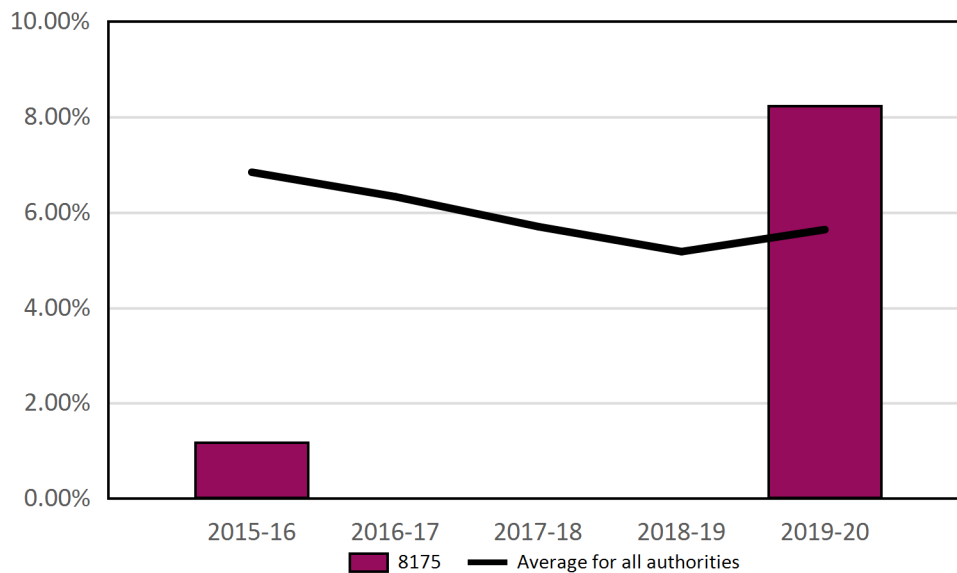
This performance indicator measures the percentage of category one defects relating to carriageways made safe within the target time, from the time that the authority first became aware of the damage.

PI 02b Condition of principal roads (England and Wales only)



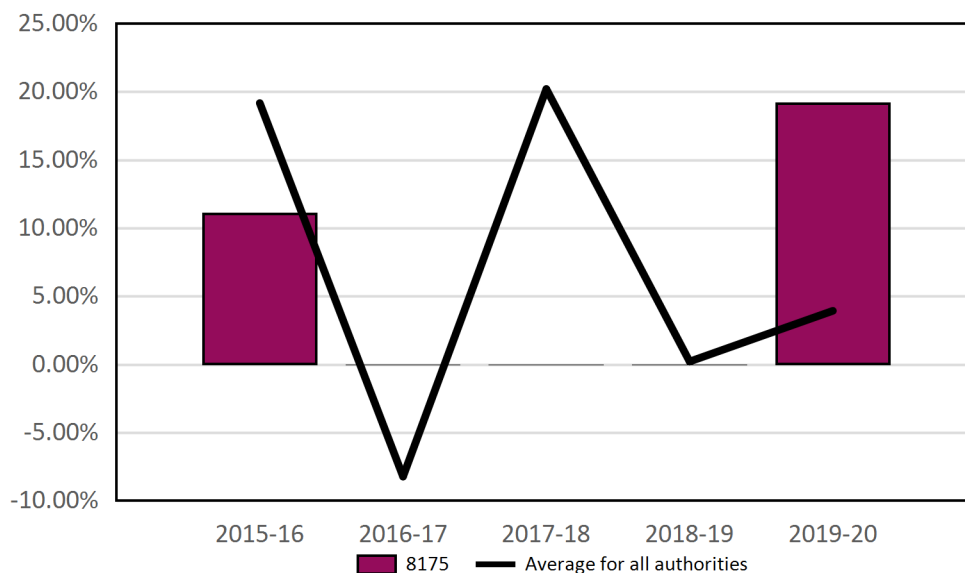
This performance indicator measures the percentage of the principals roads network where structural maintenance should be considered. The data comes from TRACS/ SCANNER surveys.

PI 02c Condition of all non principal roads (England and Wales only)



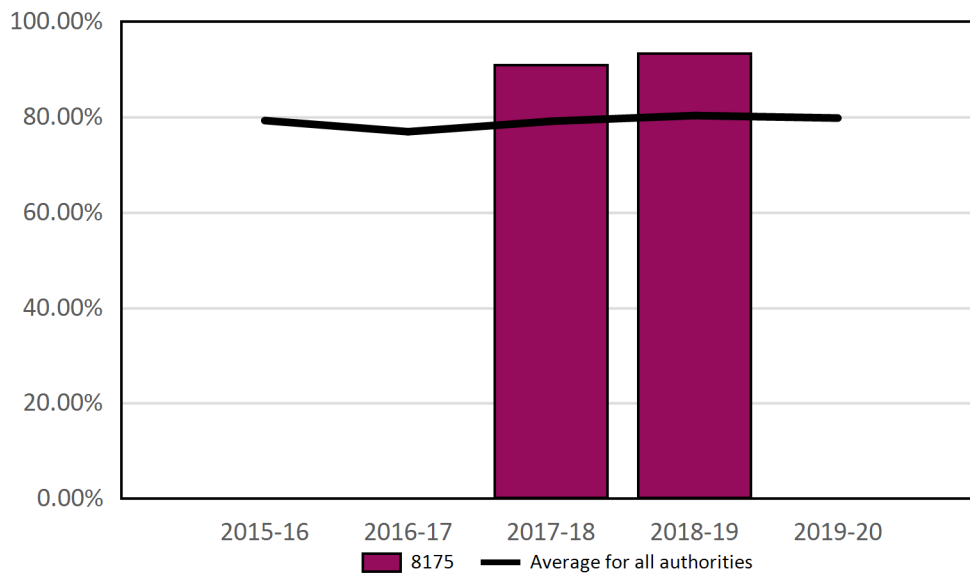
This performance indicator measures the percentage of all classified, non-principal roads network where maintenance should be considered. The data comes from TRACS / CVI / DVI type surveys.

PI 29 Percentage change in number of emergency (cat 1) defects



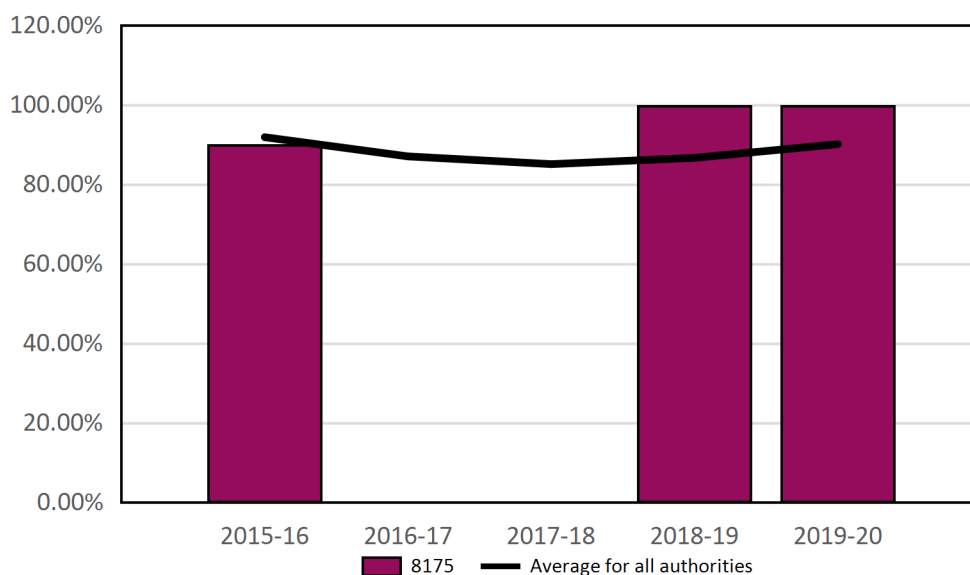
This performance indicator measures the percentage change in the number of category one defects. This indicator uses the information for the previous year so that the percentage change can be calculated.

PI 15b Percentage of total carriageways function cost (revenue and capital) spent directly on carriageway repairs



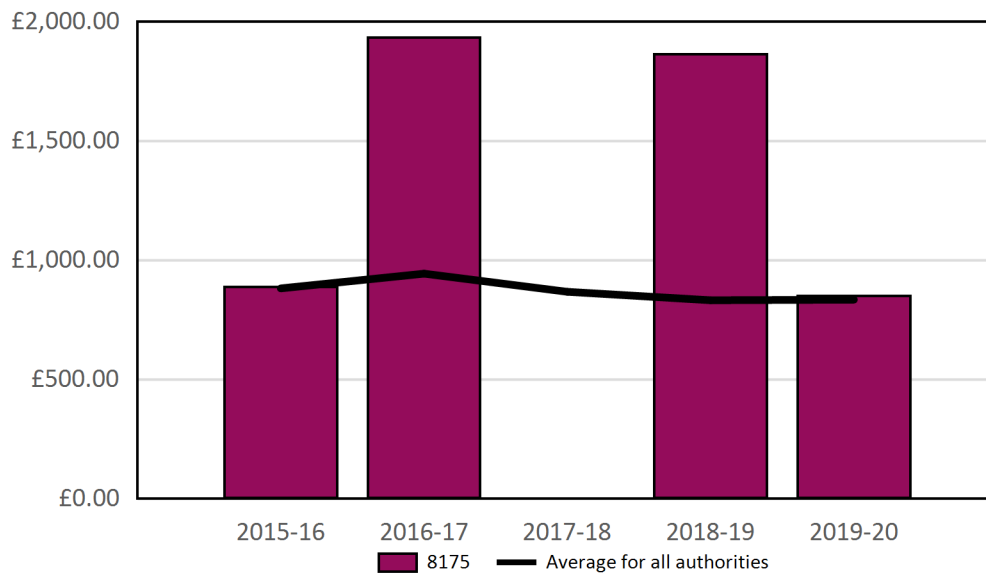
This performance indicator measures the actual percentage of the total expenditure on carriageways specifically spent on maintenance work to the fabric of the carriageways.

PI 45a Percentage of emergency (cat 1) defects made safe within response times



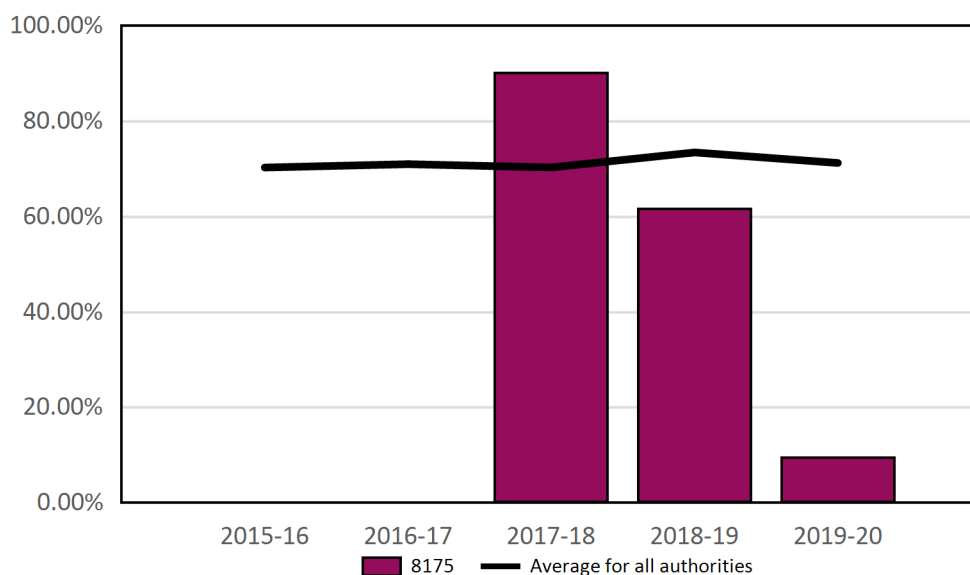
This performance indicator measures the percentage of category one defects relating to footways made safe within the target time, from the time that the authority first became aware of the damage.

PI 49a Total footway maintenance expenditure by footway network length



This performance indicator calculates the footway maintenance expenditure by footway network length. Where the footway length is measured in kilometres.

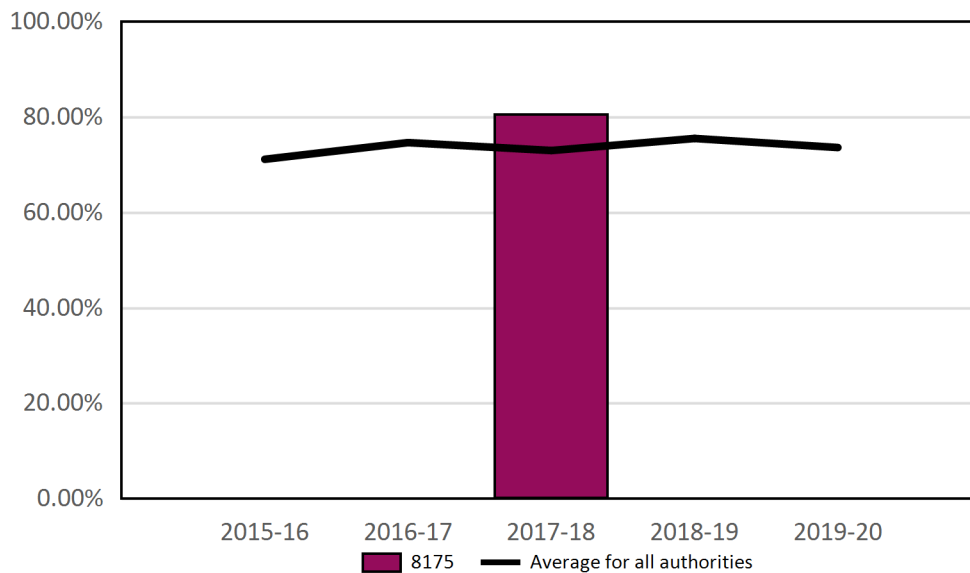
PI 15a Percentage of total roads/highways function cost (revenue and capital) spent directly on roads/highways repairs



This performance indicator measures the actual percentage of total roads/highways function cost (revenue and capital) spent directly on roads/highways repairs.

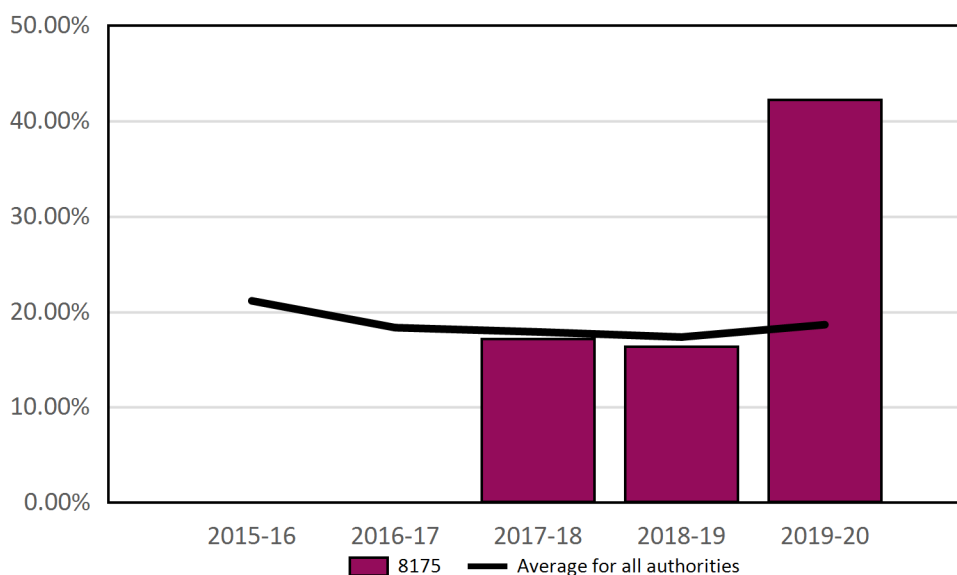
This is calculated by dividing the actual planned and reactive maintenance cost for carriageways and footways by the total expenditure with service providers for year including client costs and CEC for carriageways and footways.

PI 16 Percentage of actual maintenance expenditure (carriageways and footways) which is planned



This performance indicator measures the percentage of actual maintenance expenditure (carriageways and footways) which is planned.

PI 17 Percentage of actual maintenance expenditure (carriageways and footways) that is reactive



This performance indicator measures the percentage of actual maintenance (carriageways and footways) expenditure that is reactive.

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Economy and Place Policy and Scrutiny Committee Draft Work Plan

Economy and Place			
E&P	18/10/2022	Committee	<ol style="list-style-type: none"> 1. Highway maintenance programme (or Jan) 2. Community Levy (SIL money in parished areas) 3. Purple Flag
E&P Commissioned TBC	14/11/22	Committee	<ol style="list-style-type: none"> 1. Respark Update (including digital roll out of respark, parking enforcement, pressures on service (staffing/finance)
E&P	17/01/2023	Committee	<ol style="list-style-type: none"> 1. Bus Service Improvement Update, including post Covid impacts (if ready, if not, Jan) 2. Public Realm Update 3. Quarterly Economic Update 4. Finance Monitoring
E&P	08/03/2023	Committee	<ol style="list-style-type: none"> 1. York Civic Trust 9 cities

Possible items

Street Charter/Street Scene Standard

Courier access to the city centre

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

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