



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

- To:** Councillors S Barnes (Chair), Daubeney (Vice-Chair), Baker, Douglas, Hook, Pearson and K Taylor
- Date:** Wednesday, 12 February 2020
- Time:** 5.30 pm
- Venue:** The Thornton Room - Ground Floor, West Offices (G039)

AGENDA

1. Declarations of Interest

At this point, Members are asked to declare:

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

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

2. Minutes

(Pages 1 - 6)

To approve and sign the minutes of the Economy and Place Policy and Scrutiny Committee meetings held on 10 December 2019 and 15 January 2020.

3. Public Participation

It is at this point in the meeting that members of the public who have registered to speak can do so. The deadline for registering is **5.00pm on Tuesday 11 February 2020**. Members of the public can speak on agenda items or matters within the remit of the Committee. To register to speak please contact the Democracy Officer for the meeting, on the details at the foot of the agenda.

Filming, Recording or Webcasting Meetings

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recorded, and that includes any registered public speakers, who have given their permission. The broadcast can be viewed at <http://www.york.gov.uk/webcasts> or, if recorded, this will be uploaded onto the Council's website following the meeting. Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting, i.e. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officer (contact details are at the foot of this agenda) in advance of the meeting. The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at http://www.york.gov.uk/download/downloads/id/11406/protocol_f_or_webcasting_filming_and_recording_of_council_meetings_20160809.pdf

- 4. Development of a new Economic Strategy** (Pages 7 - 22)
This report updates Members on the development of a new Economic Strategy. The Executive Member for Economy and Strategic Planning will be in attendance.
- 5. Inclusive Growth - Referral from Customer and Corporate Services Scrutiny Management Committee** (Pages 23 - 24)
This report is to advise Members of a request by the Customer and Corporate Services Scrutiny Management Committee to consider a definition for "inclusive growth" along with the Executive Member for Economy and Strategic Planning.
- 6. Bi-Annual Update from the Managing Director of Make It York**
The Managing Director of Make It York (MiY) will be in attendance to update Members on the work of MiY.
- 7. 2nd Quarter Finance and Performance Monitoring Report** (Pages 25 - 46)
This report provides details of the 2019/20 forecast outturn position for both finance and performance across services within the Economy and Place Directorate. The paper incorporates data to September 2019 as reported to Executive on 21st January 2020.

8. Pre-Decision Report on Public Electric Vehicle (EV) Charging Strategy (Pages 47 - 56)

This report presents options on the Public Electric Vehicle (EV) Charging Strategy for the committee to review make suggestions which can be considered by Executive.

9. Pre-Decision Report on Fleet Strategy (Pages 57 - 68)

This report presents options on the Fleet Strategy for the committee to review make suggestions which can be considered by Executive.

10. Work Plan 2019-20 (Pages 69 - 72)

To consider the Committee Work Plan for the remainder of the 2019-20 municipal year.

11. Urgent Business

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

For more information about any of the following please contact the Democracy 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 & Place Policy & Scrutiny Committee
Date	15 January 2020
Present	Councillors S Barnes (Chair), Daubeney (Vice-Chair), Baker, Douglas, Hook, K Taylor and Mason (Substitute for Cllr Pearson)
Apologies	Councillor Pearson

41. Declarations of Interest

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

42. Minutes

Resolved: That the minutes of the meeting held on 10 December 2019 be updated to include an amendment to minute 38 and be brought back for approval at the next meeting on 12 February 2020.

43. Public Participation

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

44. Overview Report on Economy and Place Sickness and Workloads

Members considered a report that updated them on the wellbeing of staff within the Economy and Place (E&P) Directorate. The report included updated management information, staff survey results and information on ongoing activities to support the wellbeing of staff and reduction of staff absence levels. The report also considered any correlation between the staff survey results and absence figures and suggests areas where the committee may wish to scrutinise further.

The Corporate Director Economy and Place and Head of HR were in attendance to present the report. The Corporate Director highlighted a number of points:

- Regarding the average sickness absence per full time equivalent post (fte), fleet made up over 50% of the workforce and there was a constant downward trend for sickness absence levels over the year.
- Within the E&P Directorate the short term absence levels were different for manual workers than for office based members of staff.
- The response rate in pulse survey 3 was under the average response rate. The survey undertaken was not adequate in that format and there is to be a different survey method for future surveys. Subsequent work would be undertaken with regard to workload and stress and the majority of those responses were in Planning, Public Protection and Transport. The work demand in these areas were uncontrollable, customer expectations were rising and often the professional decisions were subject to further challenge through appeals which often added further pressure and work demand.
- The correlation between absence data and staff survey responses was explained.
- There needed to a positive and proactive approach to the workforce.

A request was made for the addition of a column in the table showing the average sickness days per fte for non-directly employed CYC staff and the Head of HR undertook to see if this was possible.

In response to Member questions, the Corporate Director Economy and Place and Head of HR explained that:

- With regard to manager training on staff absence, 80% of managers had received face-to-face training on the day one absence management.
- Concerning the sickness absence rates for office based and manual staff, health and safety in terms of public realm operations was a highest priority.
- The pulse surveys were last undertaken on April/May 2019 and there were plans to rerun them in 2020.
- Staff had not been engaged about responding to the surveys. However, other engagement activities had been undertaken, for example through the use of ipads. It could not be determined if there had been better engagement as different questions had been used in the different activities. The Chair suggested that the same questions needed to be used in the surveys in order to understand the perspective of the current workforce.

- Following staff feedback investment was made in equipment, for example through the investment of in cab technology in the refuse collection vehicles.
- It was acknowledged that there was sometimes a sense of haste in council communications to residents and the council strived to achieve better communications with residents. The quality of correspondence to residents would be considered and Members were asked to inform officers if they were not receiving copies of letters sent to residents regarding items such as road resurfacing.
- Feedback on the day one absence providers would be given to the Customer and Corporate Services Management Scrutiny Committee.
- The services on offer to employees such as the osteopath service and employee assistance scheme was noted. Staff had been consulted on what areas of support they would like through workforce sessions by the public health teams.
- 80% of the CYC workforce were directly employed by CYC and this was increasing. The figures in the report related to permanent CYC employees and it was confirmed that non-directly employed staff did not have access to the facilities available to directly employed staff.
- Staff usually returned to work on the day they were fit to return unless there was a specific reason, for example a referral to occupational health or making reasonable adjustments for their return.
- With regard to workload being manageable and the effect of this on staff, work was being undertaken to address this for example the introduction of workflow planning by the Head of Planning. This was next being introduced to the highways regulatory service. Where feedback had been given on workload and workflow, officers had examined where improvements could be made.

The Corporate Director Economy and Place and Head of HR were thanked for their report.

Resolved: That the Economy and Place Scrutiny Committee receive a further report on staff sickness absence and staff response in the staff survey at the earliest opportunity when the next round of feedback had been received.

Reason: To inform the Committee of absence figures in the E&P directorate and the staff's response in the staff survey.

45. Scoping report on in-work poverty including Employers' Charter and Living Hours

Members considered a report that presented a request by the Customer and Corporate Services Scrutiny Management Committee (CSMC) to undertake a review into elements of poverty in the city which fall within the Economy and Place Policy and Scrutiny Committee's remit, as part of a corporate review of poverty in York. The Scrutiny Officer outlined the report noting the proposed remit and timescales. The Corporate Director Economy and Place suggested that an Employers' Charter could be examined as part of the Economic Strategy as a recommendation to the Executive. He was asked and explained the timeline for the Economic Strategy.

Members discussed the review on in work poverty and it was:

Resolved: That;

- i. The Committee undertake a review on in-work poverty including Employers' Charter and Living Hours
- ii. A task group (made up of Cllrs Douglas, Daubeney and Hook) be formed to further examine the remit of the review with the attendance of the Chair at the first task group meeting.

Reason: To provide a corporate, cross-party response to poverty in the city.

46. Work Plan 2019-20

Members considered the committee's work plan for the remainder of the 2019-20 municipal year.

Following discussion, Members agreed a number of changes to the work plan and it was:

Resolved: That the work plan be updated to include the following items:

Wednesday 12 February 2020

1. Overview Report on Economic Strategy including attendance of Executive Member for Economy and Strategic Planning.
2. Bi-Annual Update report from the Managing Director of Make It York.
3. 2nd Quarter Finance and Performance Monitoring Report (slipped from December)
4. Pre-Decision Report on EV Charging Strategy
5. Pre-Decision Report on Fleet Strategy.
6. Work Plan 2019-20

Wednesday 11 March 2020

1. CYC Flood Defences Action Plan – Biannual Report
2. Update report on Guildhall Project
3. Update report on Planning Enforcement.
4. Update report on In-Work Poverty Scrutiny review.
5. Update report on Apprenticeships Scrutiny review
6. Work Plan 2019-20

Wednesday 15 April 2020

1. Update Report on Highways (content to be informed by Cllr Taylor).
2. Work Plan 2019-20

Reason: To follow up on the decisions made at this meeting and to keep the work plan updated.

Cllr S Barnes, Chair

[The meeting started at 5.30 pm and finished at 7.07 pm].

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Economy & Place Scrutiny Committee**12 February 2020**

Report of the Head of Economic Growth

Development of a new Economic Strategy**Summary**

1. A paper on developing York's economic strategy and partnership was considered by the Executive Member for Economy and Strategic Planning at his decision session on 17th October 2019. This report is presented in Annex A.
2. That paper sets out an approach which would support the co-development of a strategy between City of York Council and the residents and businesses of the city. Specific proposals are included for a reinvigorated economic partnership and broad community consultation to shape a new sharper focus on inclusivity, with the aim of enabling all residents to benefit from our city's economic success.

Background

3. York's current [economic strategy](#) was launched in 2016 in the weeks following the Brexit referendum, and covers the period 2016-20. The current Administration has committed to renewing the strategy and relaunching a York economic partnership in 2020, as set out in the paper at Annex A. This commitment to develop a new strategy is part of the Council Plan, [as agreed at Full Council](#) on 31st October 2019.
4. The development of the strategy will seek to:
 - make future growth more inclusive and give voice to the everyday lived experience of those who may not have seen the benefits of York's economic growth
 - build on the success that York has seen in recent years in growing higher paid jobs, developing our key sites, and working with our Universities

- respond to the low-carbon commitments of the city, along the principles of a just transition, as expressed in the Council Plan
 - shape a new skills plan for York, built around the future needs of businesses and residents
5. A key part of developing the new strategy will be a wide-scale consultation with businesses and residents to ensure that the strategy is effectively responding to opportunities and challenges. A budget to enable that engagement is included in the Inclusive Growth Fund, as set out in decisions made by the Executive Leader on 18th September 2019 and 15th January 2020.
6. The resourcing of consultation for this strategy is awaiting consideration as part of the Executive Leader's Inclusive Growth Fund decision which has been called in. Without the funding provided for in that decision, detailed consultation on the Economic Strategy is not possible.

Update on process

7. As discussed in Annex A, the development of the new strategy goes hand in hand with the development of a new economic partnership which will oversee the process and ensure that there is a city-wide focus and response. This will be analogous to the Future York group which oversaw the development of the 2007 economic strategy, but will also reflect our inclusive growth ambitions. It is proposed to draw together key stakeholders including:
- Business sector representatives
 - Education representatives
 - Business networks – FSB, Chamber
 - Local third sector bodies with practical experience of deprivation (e.g. York CAB, York Financial Inclusion steering group)
 - Joseph Rowntree Foundation
 - Make it York
 - York BID
 - York & North Yorkshire LEP
 - York Central Partnership
8. In parallel with our economic strategy work, there are consultations and policy development initiatives planned for later in the year such as My City Centre, work to progress a new local transport plan, and consultation around the climate change agenda. There is also much existing material from the My Castle Gateway and My York Central

consultations. We will work with all of these projects to seek to share information and enable views and ideas to feed in to all relevant consultations.

9. Early in the process, we will undertake targeted qualitative surveys with the communities set out in the proposals in Annex A. This will seek to draw out the experiences of those communities and identify key themes for the inclusive growth element of the strategy. The Community Hub network and Local Area Coordinators have already pledged support to help make contact with these communities.
10. External consultants will be procured to take those inclusive growth themes, our existing evidence base, and the emerging climate change priorities of the city and seek views, ideas and commitments from residents and businesses. Through a co-design approach, we will then develop a draft strategy for further consultation, leading to a final event where all involved can come together and ratify the final document.
11. The new economic partnership, having first acted as the stakeholder group for the strategy, will then develop a programme of events and activities to support implementation and further sharing of ideas.
12. Assuming the budget is still available following the call-in process, the timescale published in October has been revised and is presented at Annex B.

Conclusions

13. A process to develop a new Economic Strategy and partnership has been set out in in this report. What is envisaged is a much broader economic strategy than has previously been developed for York, with a strong theme of inclusive growth, a recognition of the importance of embedding the commitment to become net zero carbon by 2030 into economic plans, and a continuation of the existing focus on developing well-paid jobs and delivering key development sites.
14. That process is on hold pending the results of a call in of the budget which would support consultation, however it is anticipated that a final strategy will be brought to Executive in July 2020 for approval.

Contact Details

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Responsible Officer:

Neil Ferris
Corporate Director Economy and Place

Report Approved **Date** 03/02/2020

Wards Affected:

All

For further information please contact the author of the report

Background Papers:

Annex A: Developing York's economic strategy and partnership
Annex B: Revised timeline



**Decision Session – Executive Member for
Economy and Strategic Planning****17th October 2019****Developing the York Economic Partnership and Strategy****Summary**

1. York currently focusses its economic strategy on growing high wage sectors, building on our existing sectoral strengths and developing research and innovation-led growth through our universities.
2. The York Economic Strategy 2016-20 adopted this approach, as did the 2011-16 and 2007-2011 strategies. These documents were developed through partnership-working with key stakeholders and businesses, most recently with the York Economic Partnership Board which moved to a networking format in 2016.
3. This focus has led to significant job growth in high wage sectors, with 15,000 jobs created in our knowledge economy over the past 15 years. However, many of the challenges identified in those strategies remain:
 - York’s economy has a strong focus on low-paid sectors, including retail, tourism and social care, which keep average wages below the national average
 - The historic character and setting of York means that development land in the city is limited, making business expansion and inward investment whilst attractive difficult to deliver
 - Despite having the highest skills levels of any northern city, too many of our residents lack the knowledge and qualifications to benefit from our growing sectors
4. Developing a more inclusive approach to supporting economic growth, tackling climate change, and ensuring that York’s residents have the best possible access to economic opportunities are therefore a key element of the plans of the new Council administration.

5. Our new Economic Strategy will seek to continue the growth we have seen in recent years, but with a renewed effort to enable all of our communities to benefit from that growth and to work with our low-paid sectors to improve productivity and help them provide better jobs. The role of our economy in tackling climate change is also important, and our strategy will also touch on this key policy area.
6. To support the development of our new strategy we will develop two partnerships. York Economic Partnership will draw together key decision makers in businesses, universities, the public sector and the third sector. It will lead on our work to continue high wage sector growth. York Peoples' Panel consultation will guide our work on inclusive growth, drawing together people from all walks of life to ensure that our work responds to their real needs. Both engagement routes will also consider the climate change implications of the economic growth of the city.

Recommendations

7. The Executive Member is asked to:
 - 1) Agree the broad outline of the new Economic Strategy as set out in this paper
 - 2) Agree to the establishment of a York Economic Partnership and a York Peoples' Panel consultation the scope of which is set out in this paper.

Reason: To support inclusive economic growth in York.

Background

8. The York economy is, in general, doing well. There are more people than ever in work, with higher levels of productivity than the rest of the region (see Annex A Fig 1). Our knowledge economy is strong and growing (Fig 2), and we have the highest level of skills of any northern city (Fig 3). A key element of our next Economic Strategy will be seeking to continue this strong performance, supported by a new York Economic Partnership.
9. For economic growth to be inclusive, its benefits must be felt by all those in society, regardless of where they live, how they make a living, and who they are. Inclusive growth cannot have neighbourhoods that are left behind, opportunities that are only selectively available, or a two-tier

economy where some people are doing well at the expense of others who are not.

10. However, there are areas of concern:

- Much of the recent growth in jobs has been in retail and tourism (Fig 4), leading to a reduction in average pay in York
- Part time roles are predominantly in low paid industries (Fig 5) – retail, hospitality and social care – which drives down many household incomes.
- Opportunities for those without high levels of skills are decreasing, leaving older workers without qualifications shut out from many of the emerging better paid roles

11. The biggest impact of the above has been a reduction on median wages in York, seen most starkly in the weekly pay figures (Fig 6). Weekly pay is particularly impacted because the average number of hours worked in York is lower than elsewhere due to the prevalence of part time work. However with over 20,000 students in the city it should be noted that part time work in itself is not a bad economic outcome.

12. While high wage sectors are growing, so too are low wage sectors (Fig 7). While high wage sectors pay an average of around £32,000 per annum, low wage sectors provide incomes closer to £19,000 per annum. Looking at the £2.5bn which is earned in York each year, high wage sectors account for almost one third of that income from less than a quarter of the total jobs (Fig 8).

13. Many of these issues have been at the heart of economic strategy for York for more than 10 years, but have been largely unaffected by policies which have focussed on growing the number of higher paid jobs and delivering significant regeneration schemes such as York Central and the expansion of the University of York. These approaches have benefitted the economy, but have not increased inclusion.

14. A new emphasis on inclusive growth is proposed which will continue to support this growth but work much more closely with communities, existing local employers and our anchor institutions with the aim of opening up opportunities for York residents. This will be more fully developed by the consultative work as part of the York Peoples' Panel initiative as outlined below.

15. The Council has declared a climate emergency and is committed to become a carbon net-zero city by 2030. Our economic strategy will build on these commitments and our two economic engagement approaches will be tasked with considering climate change as an impact of economic growth.

Supporting High-wage Growth

16. The key elements of York's 2016-20 economic strategy – delivering high quality workspace in York Central and the Guildhall, getting approval for our Local Plan and bringing forward the opportunities it includes, working with our Universities to build on their research and teaching strengths, ensuring York remains a well-connected city – remain important.
17. The emphasis of the strategy was building more employment in high wage sectors. However, the strategy did not identify these sectors. For the avoidance of doubt, our high wage sectors (defined by average earnings, and expressed as SIC sections) are:
 - Professional, scientific and technical activities
 - Public administration and defence
 - Financial and insurance activities
 - Information and communication
 - Construction
 - Electricity, gas, steam and air conditioning supply
18. We have also identified key growth sectors in our work on a York Central occupier strategy. In this context we have highlighted business sectors which do not map easily onto government statistics but which are well-understood. These sectors are
 - Rail engineering and technology
 - Digital and ICT
 - Financial and professional services
 - University-led innovation and training
 - Bio-tech (particularly at start-up phase)
19. These two approaches to identifying sectors enable us to both target our work and to review progress through nationally-published statistics.
20. There is also scope for our work as a city in response to climate change to be drive further jobs growth across all sectors.

21. For our high wage sectors, Make It York will be the focus for support and development work, including inward investment and our work with international markets. This will be clarified in a revised Service Level Agreement which is currently under discussion.
22. The work will be overseen by a new York Economic Partnership. Members of the Partnership will be virtual and vary over time, drawn from businesses of all sizes, key stakeholders such as our Universities and Colleges, and public sector bodies including the Council. The Partnership framework will be launched in November and will be jointly developed with Make It York using multiple formats for engagement to ensure the widest possible contribution to the development of the economic strategy.

A new focus on Inclusive Growth

23. As discussed above, we will also develop a new and refreshed focus on inclusive growth, supported by a York Peoples' Panel. The consultation will draw from a range of people with real lived experience of economic inclusion challenges, with the following as an initial scope for inclusion:
 - Independently owned shops - There are over 130 independent businesses in York and these are a vital component to the City's economy and brand. 'Indie York' has acted as a driving force behind the success of these businesses and as an association offers a collective representation of owners' opinions.
 - Micro-businesses from York – almost 90% of businesses in York are micro-businesses with a number of them employing just one person who operates the company from their home. It is important that we not only listen to the collective businesses voice, but to the individuals who operate them.
 - Hospitality workers - Hospitality is the city's third largest employment sector with 11,500 employees (11% of York's total workforce). With an ever-growing tourism sector, those working in hospitality experience, first-hand, the effects of tourism, both positive and negative. As a traditionally low-paid sector, interacting with those who work in hospitality will provide details on how the sector can be supported which, can then be represented in the Strategy.
 - BME Groups - York's BME population has grown by 9% since 2001 and was at 9.8% during the 2011 census. This group which includes all none 'White British' groups represents residents who may present

unique experiences. The highest non-white group within the BME community is Chinese which counts for 1.2% of the population. Many from this group attend York's universities. Having representatives from the BME community will allow for the Economic Strategy to work in unison with members of a growing community who are disproportionately disadvantaged.

- Jobcentre Plus and Citizens Advice - Some of York's most vulnerable people are advised by Jobcentre Plus and/or Citizens Advice. Having workers from these agencies present on the Panel would bring a useful perspective of the real problems affecting York's most vulnerable people whether that be from unemployment or money worries. In particular, the Jobcentre Plus supports those who have recently been made unemployed or redundant and works with the Council to provide an action plan for when local companies go into administration. These agencies can highlight the immediate responses that need to be in place in the Economic Strategy not just long-term goals.
- Health and social care workers - Health and social workers make up one of the largest employment sectors in York. It is also a sector characterised by low wage levels and often unclear career pathways. Workers in the health and social care sector are also in regular contact with the city's resident base and as such have a unique viewpoint. Their views will be valuable when developing the city's Economic Strategy.
- Formal and informal emergency services - They enable the safe operation of the city and are aware of the main obstacles that both residents and businesses face in the city. Their opinion of how the Council's Economic Strategy can benefit the city's residents and workers will be valuable. An example of this group is the Street Rangers who experience first-hand socio-economic problems in the City.
- Female networking groups – The economic contribution made by women both in terms of the labour market but also through caring responsibilities should be recognised. It is important that female workers and residents in York are given a voice. Female networking groups provide a place where women can come together to discuss business affairs. By enabling representatives from these groups to be part of a panel, we can ensure that the voice of the female professional/business owner is heard.
- Working parents and parenting groups - This group includes a wide range of people from single parents to stay at home mothers to working parents. Their opinion will be unrivalled as it is likely to include multi-

dimensional opinions which cover a range of topics from children, housing to everyday life. The emphasis on this group will be around how parents support their families and balance caring responsibilities and working especially those in traditionally low-paid jobs.

- Teachers and educational staff - A key focus of any Economic Strategy should be on skills and young people – the future workforce of an area. Teachers and educational staff play a pivotal role in developing the skills that future workers will need and that our industry demands. By interacting with this group of people, informed suggestions for future skills for young people can be shared.
- Students and young people - Similarly to teachers and educational staff, students and young people will be able to give an unprecedented insight into what is important to them from a career, share their aspirations and outline what they want from York. There are over 20,000 higher educational students in the city and the retention of this skilled population is essential for the economy to thrive.
- Community groups and charities - They represent marginalised groups in the city. They help people with tasks such as paying bills and filling in job applications as well as providing an informal food bank service for those most vulnerable in the community. Groups such as these provide a valuable voice for those who do not have one in society. York has a large third sector made up of groups such as Age UK and the Salvation Army who provide support to some of the most vulnerable members of the community. With such a vast charitable sector, the wide range of opinions from these groups will represent a large number of local residents.

24. The consultation will also consider existing work on inclusive growth and their impact at community level in York. This will include the new Inclusive Growth projects which were set out in September 2019 by the Executive Leader as follows:

- Establishing a York Poverty Commission – bringing together individuals who have direct experience of living in poverty with key decision makers to build a shared understanding of how we might take practical steps in York;
- Community hubs as drivers of growth – building on the community hubs model to give a sharper focus on local economic development and financial inclusion;

- Community jobs fairs – funding to continue the community-based jobs fairs delivered in Acomb and Burnholme alongside the central jobs fair at the Railway Institute;
- Independent retail growth fund – establishing a fund for trader-led projects through local traders associations;
- Mental health, wellbeing and employment – supporting the Good Help Programme in York which focuses on mental health and wellbeing and community engagement;
- York Economic Partnership – develop an inclusive, strategic economic partnership and work with that partnership to draft a new economic strategy for York.

Consultation

25. The principal objective of the Economic Partnership and the York Peoples' Panel is to create a process and forum for business, communities and specific sector and individual experiences to engage in the development of the Council's economic strategy.

Council Plan

26. The new Council plan under consultation will have outcomes which reflect a good quality of life in York. The projects proposed under the Inclusive Growth Initiatives Fund will address the following outcomes:
- Good health and wellbeing;
 - Well-paid and an inclusive economy;
 - A better start for children and young people;
 - A greener and cleaner city; and,
 - Safe communities and culture for all.

Implications

- **Financial** – no new financial commitments. Previous commitments within the body of the report;
- **Human Resources (HR)** – no implications;
- **One Planet Council / Equalities** – the proposed project to green the Council's retail estate will address the Council's climate change challenge. A number of the proposed projects will positively support the Council's equalities objectives;
- **Legal** – no implications;
- **Crime and Disorder** – no implications;
- **Information Technology (IT)** – no implications;

- **Property** – depending on the findings of the survey, the proposed project to green the Council’s retail estate will have property implications. Any measures taken to improve the energy efficiency of the Council’s commercial stock will need to balance commercial viability with environmental benefits.

Risk Management

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

Contact Details

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Chief Officer Responsible for the report:

Neil Ferris
Corporate Director - Economy & Place

Report Date 04.10.19
Approved

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

Annex A – York economy evidence base

List of Abbreviations Used in this Report

SIC – Standard Industrial Classification

BME – Black and Minority Ethnic

ICT – Information and Communication Technology

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Annex B: Proposed timescales for economic strategy process

	Feb		Mar			Apr			May			Jun			Jul		
Procurement of engagement consultants																	
Establishment of economic partnership																	
Resident and employee engagement																	
People's panels																	
General consultation																	
Business community engagement																	
Stakeholder event																	
Executive sign off																	

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Economy and Place Policy and Scrutiny Committee**12 February 2020**

Report of the Director of Governance

Inclusive Growth – Referral from Customer and Corporate Services Scrutiny Management Committee**Summary**

1. This report is to advise Members of a request by the Customer and Corporate Services Scrutiny Management Committee to consider a definition for “inclusive growth” along with the Executive Member for Economy and Strategic Planning.

Background

2. The Executive Leader’s Inclusive Growth Fund decision was called in by three Members and was considered by Customer and Corporate Services Scrutiny Management Committee Calling-In on 3 February 2020.
3. Part of the reason for the call-in was that *“making growth genuinely inclusive requires a long-term strategy supported by measures that are significant and won’t be halted after one of two years ...”*
4. Further to confirming their support for the Executive Leader’s decision, the Calling-In Members also asked the Executive Member for Economy and Strategic Planning if he would be prepared to give further consideration to a ‘working definition’ of inclusive growth so that a commonly applied understanding could be adopted across the Council.
5. The Executive Member offered to discuss such a definition, and will be providing further information at this meeting.

Recommendation

6. That Members discuss with the Executive Member a definition of inclusive growth.

Reason: So that a commonly applied understanding can be adopted across the Council.

Contact Details

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Chief Officer Responsible for the report:

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Director of Governance.
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Report Approved **Date** 4/03/2020

Wards Affected:

All

For further information please contact the author of the report

Background Papers:

Inclusive Growth Initiative Fund – Progress and Authority to Spend. CSMC
Call-In, 3 February 2020

<http://modgov.york.gov.uk/ieListDocuments.aspx?CId=602&MId=11319&Ver=4>


Economy and Place Policy and Scrutiny Committee 12th February 2020

Report of the Corporate Director of Economy and Place.

2019/20 Finance & Performance Monitor 2 Report
Summary

1. This report provides details of the 2019/20 forecast outturn position for both finance and performance across services within the Economy and Place Directorate. The paper incorporates data to September 2019 as reported to Executive on 21st January 2020.

Analysis - Finance

2. A summary of the services within Economy and Place is shown below and further detail is provided in Annex 1:

	Budget £'000	Forecast Outturn £'000	Variance £'000
Economy and Place			
Transport	6,764	6,689	-75
Fleet	-232	-182	+50
Highways	3,144	3,144	0
Parking Operations	1,301	1,301	0
Parking Income	-7,155	-7,655	-500
Waste	12,716	13,111	+395
Public Realm	2,982	2,982	0
Emergency Planning	120	120	0
Development Management	-301	-301	0
Forward Planning	589	589	0
Building Control & Land Charges	-414	-394	+20
Environmental Management	381	381	0
Environmental Health & Licensing	614	612	-2
Asset and Property Management	-3,149	-3,149	0
Economic Development	541	541	0
Management and Support	990	990	0
Mitigation	0	-25	-25
TOTAL	18,891	18,754	-137

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

3. A small net underspend of £137k is forecast primarily due higher than budgeted income from car parking offset by cost pressures within waste services.
4. Car Park income continues to perform strongly with income levels 2.4% higher than the corresponding period in 2018/19 and 6% higher than budget. Assuming a continuation of this trend this will result in a positive budget variance of £400k. There is also a forecast surplus on Season Tickets and Resident Parking totalling £100k. Whilst the additional income across parking is positive in mitigating overspends it is necessary to consider that this will be required over the medium term as the council has ambitions to build a Multi Storey Car Park at St George's Field and to close Castle Car Park. During construction this will reduce parking capacity and will impact upon revenue with a level of uncertainty about usage in the longer term.
5. There is a forecast overspend (£345k) in waste collection. This is mainly due to the deployment of staff above budgeted levels in order to deliver the service. Work is ongoing to review how the service is delivered. There is also a forecast shortfall in income on commercial waste £50k.

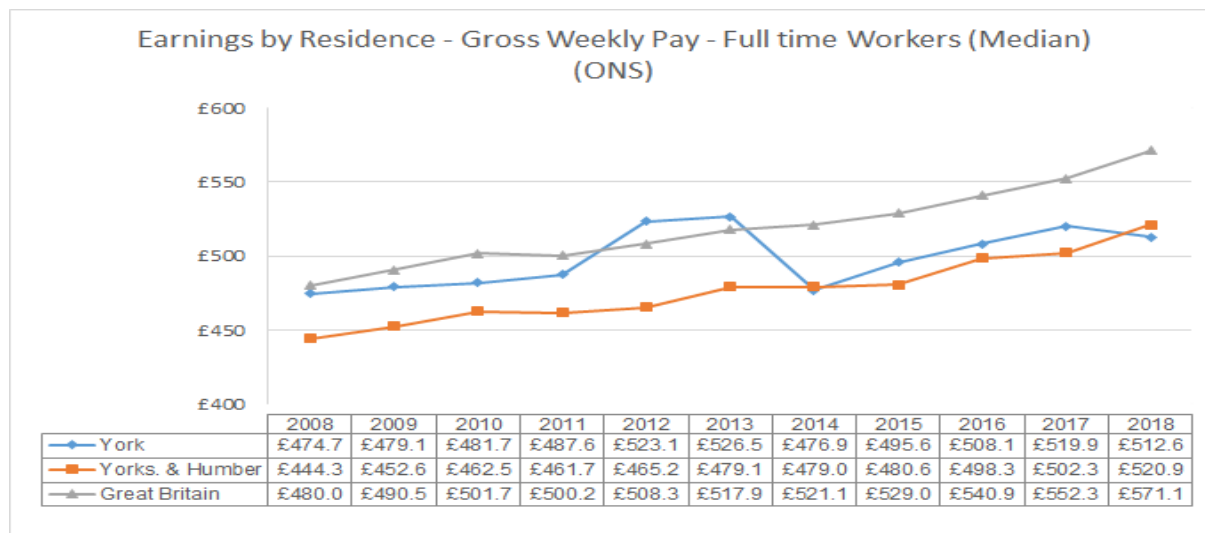
Analysis – Performance – Council Plan Outcomes

6. The 2019/20 scorecard for Economy and Place is attached at Annex 2. Other key performance information is included in the following paragraphs.

Well paid jobs and an inclusive economy

Median earnings of residents – Gross weekly pay

7. In April 2018, the median gross weekly earnings for full-time resident employees in York were £512.60, a decrease of 1.4% (excluding inflation) from £519.30 in 2017. Since the economic downturn of 2008 to 2009, growth (excluding inflation), has been fairly steady, averaging approximately 1.1% per year up to 2017. Nationally the increase was 1.5% and regionally, 1.3% over the same period.



% of vacant city centre shops compared to other cities

8. At the end of Q2 2019-20, there were 43 vacant shops in the city centre which is a reduction from 53 at the end of Q2 2017-18. The number of vacant shops equates to 6.7% of all city centre shops which is lower than the national benchmark in Q1 2019-20 of 11.7%. The York figure hasn't fluctuated a great deal in the past 10 years, with a high of 9.16% in 2016-17 and the national benchmark figure has remained fairly stable too, with a high of 12.3% in 2013-14. The challenges faced by York city centre are the same as those faced nationally due to changing consumer behaviour. Provisional figures show that Parliament Street footfall up to September 2019-20 has decreased by 3.25% since 2018-19. This reflects the national picture as Springboard BRC has reported the average decline of 2% in the last six months and a 10% decline in the last 7 years.

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

9. In 2018-19, 78.4% of the working age population were in employment, which is higher than the national and regional figures (75.4% and 73.7% respectively). The York score gives the city a ranking of 2 regionally and represents a continued yearly upward trend.

Getting around sustainably

P&R Passenger Journeys

10. In 2018-19 there were a total of 4.24 million Park and Ride passenger journeys into and out of the city. This is lower than in 2017-18 (4.25m) and the lowest in the previous 6 years (with a

high of 4.61m in 2015-16). The 2019-20 Q1 figure of 1.03m (provisional) is higher than the Q1 figure in 2018-19 (0.99m) but lower than the Q1 figures in the previous 6 years.

Local bus passenger journeys

11. In 2018-19 there were 12 million local bus passenger journeys that originated in the local authority area. This is the same number of journeys as in 2017-18 and there has been a steady increase over the previous 5 years (from 9.7m in 2012/13). The 2019-20 Q1 figure of 2.91m journeys is slightly less than the Q1 figure in 2018-19 (2.92m), but higher than the previous few years.

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

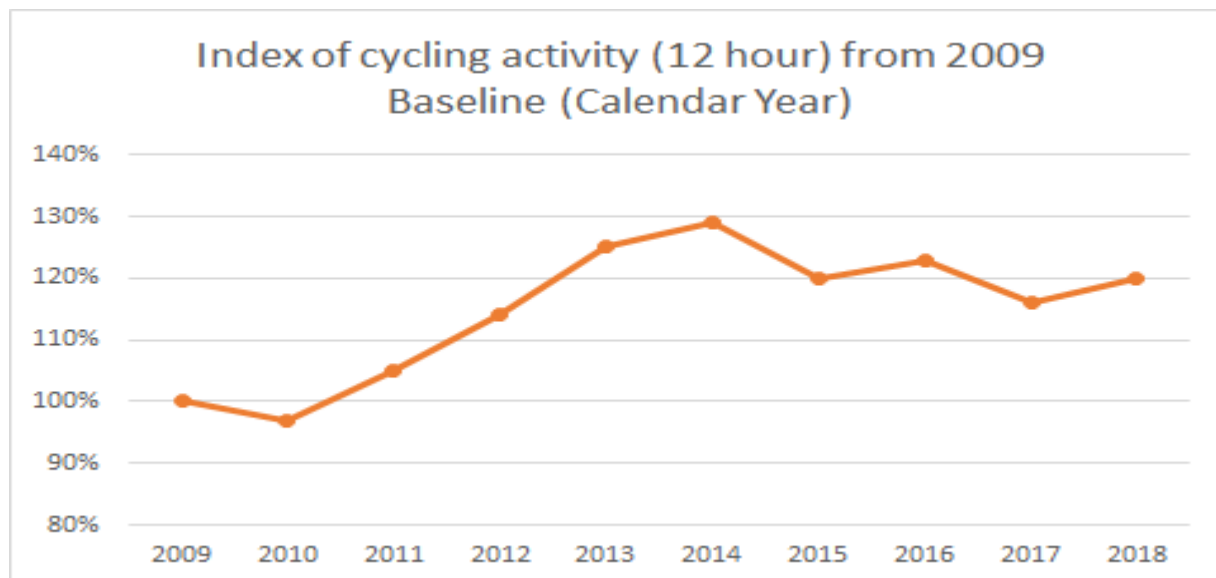
12. In 2019-20, 20% of the road network was classed as in poor or very poor condition. This is a slight decrease from 2018-19 and 2017-18 (23% and 24% respectively but still remains higher than in previous years (with a low of 13% in 2010/11). In 2019-20, 3% of the pathway network was classed as in poor or very poor condition. This remains relatively low compared with previous years with a high of 6% in 2015-16.

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

13. 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. Since then the numbers have slowly decreased to a provisional figure of 2.15 million in 2018-19. This slight decrease in numbers is set against a backdrop of a city with an increasing population.

Index of cycling activity (12 hour) / % of residents actively cycling and national comparisons

14. From a baseline in 2009 (31,587), there has been a 20% increase in cycling activity in 2018. The highest level seen since the baseline was established was in 2014 where there was a 29% increase above the baseline.



15. Statistics around walking and cycling in England in 2018 were published during August 2019. The data is based on two main sources, The National Travel Survey and the Active Lives Survey. The picture for York residents is a positive one with a higher than average proportion engaging in both walking and cycling (the % of adults in York who walk five times per week (39.7%) is higher than regional and national averages (29.9% and 32%)).

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

16. From a baseline in 2009-10 (37,278), there has been a 26% increase in the number of pedestrians walking to and from the city centre. This is 16% higher than in 2017. This is the highest increase seen since the baseline was established.

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

17. In 2018, 73% (provisional) of customers arrived at York station by sustainable modes of transport which is an increase from 71% in 2017 but lower than 75% in 2016.
18. A programme of works is underway to update occupancy counters in three city centre car parks and procure a new system for managing payments and record occupancy in a further two car parks. Once the programme is complete and data is available, this will be published to York Open Data.

A Greener and Cleaner City

Percentage of household waste sent for reuse, recycling or composting

19. The latest provisional data of 56% in Q1 2019/20 shows that the amount of household waste sent for reuse, recycling or composting has increased from 45% in the same period in 2018-19. It is worth noting that recycling rates are usually higher in the first half of the year and therefore could fall by the end of the year.
20. The amount of waste sent to Allerton Waste Recovery Park (in order to divert from landfill) and used for energy recovery in Q1 2019-20, has remained stable at 9,766 tonnes (9,825 tonnes during the same period last year).

Residual household waste per household (kg/household)

21. Provisional Residual waste (i.e. non-recyclable) per household data suggests that there has been a large decrease to 107 kg/household in Q1 2019/20 (from 158 kg/household last year) which supports the increased recycling rate above, although there has been a decrease in the collected household waste per person to 105 tonnes (from 123 last year).

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

22. The number of service calls received due to fly tipping, cleansing (including dog fouling and litter) and graffiti during Q1 2019-20 have all increased since the same period in 2018-19 (fly tipping from 496 to 593, cleansing from 402 to 541 and graffiti from 37 to 71).

Air Quality

23. In June 2019, the Council launched an anti-idling awareness and enforcement campaign for Clean Air Day. The aim of the campaign was to encourage people to think about the importance of clean air and the impact the campaign has on them, their health and those around them by prompting people to switch off their engines and reduce idling. The campaign included an

extensive media campaign and anti-idling patrols and awareness events at schools.

24. To test the effectiveness of the 'Kick the Habit' campaign, an external agency surveyed a demographic of 1,500 respondents in York and the North East of England to gauge their responses. 87% of respondents understood that the advert was about anti-idling behaviour and 76% strongly agreed that the advert would encourage people to consider switching off their engine when waiting. The survey was also sent to the Talkabout citizens' panel where 232 members participated.
25. Since the City of York Council launched the anti-idling policy in June 2019, they have undertaken 23 anti-idling patrols and spoken to around 60 drivers. As a result of these patrols, over 5 hours of anti-idling have been prevented. The annual Air Quality status report is due to be presented to the Executive Member for Environment and Climate Change during November.

Trees Planted

26. A new initiative, Treemendous York, has grown out of a recommendation in the 'York City Beautiful: Toward an Economic Vision' report, to promote a city which is healthier, greener, more environmentally friendly, beautiful and successful. The initiative has a target of planting 50,000 trees in the Greater York area and needs support from local residents and businesses by offering land, donating trees, giving time to plant trees and watering newly planted trees.
27. Friends of the Earth have sourced data by local authority area on a range of issues relevant to climate change. The data is either from official government or other credible sources. Local authority performance is compared to that of other similar local authorities (identified and grouped using the Office of National Statistics Residential-based area classifications). Data has been collected on the following:
 - Proportion of commuting journey made by public transport, bike or walking
 - What bike use could be
 - Lift sharing
 - Electric vehicle charging points
 - Housing energy efficiency
 - Eco heating

- Renewable energy production
- Tree cover
- Waste sent for reuse, recycling or composting
- Declaring a climate emergency

28. Local authority areas are scored based on their performance compared to other local authority areas using a league table approach. Each authority is given a combined score, which is converted to a percentage of the possible highest score. York has been given a score of 68% which is considered average when compared to other local authorities. The report recommends York needs to do better on improving home insulation, increasing renewable energy and increasing tree cover. In the 2019/20 supplementary budget announcement, it was agreed that investment would be made in the 'Building Insulation Programme'. A programme of increasing the energy efficiency of our Council housing stock would begin, including the potential inclusion of renewable energy and integrating this with the modernisation and decent homes standard work.

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

29. In the latest (Q1 2019-20) Talkabout survey, responses continued to reflect that panellists thought the council and partners could do more to improve green spaces with only 38% of respondents agreeing that the council and partners were doing well.

Creating Homes and World-class infrastructure

New Additional Homes Provided

30. During 2018-19 there were a total of 449 net additional homes completed (this compares to a yearly average of 850 additional homes completed over the previous five years). Of these additional homes:

- 77.3% were completed on housing sites.
- 8.9% were a result of off campus privately managed student accommodation schemes
- 6.2% resulted from 'prior approval' i.e. sites benefitting from relaxed permitted development rights to allow conversion to residential use.

- Changes of use of existing buildings to residential use and conversions to existing residential properties accounted for 34.5% of all completions.
- Development sites including Land at Metcalfe Lane, former Grain Stores (Water Lane), former Oliver House site in Bishophill Senior and the change of use of offices at Rowntree Wharf all provided notable completions over the year.

Net Housing Consents

31. Figures for 2018-19 shows that, positively, there were 1,628 net housing consents granted which represents a continued high level of approvals. Of these approvals, 96.4% were for traditional housing sites which include the Former British Sugar Corporation Site (up to 1100 new homes), the Former Lowfield School Site (165 new homes proposed) and York St John University Playing Fields Site (outline approval for 70 homes). These approvals represent significant future planned housing developments for the city.

Implications

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

Risk Management

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

Recommendations

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

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

Author:

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Tel: 551633

Chief Officers responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

**Report
Approved**



Date 30th January
2020

Annex

Annex 1 – Financial Performance
Annex 2 – Scrutiny Performance Scorecard

Variances for Economy and Place**Annex 1**

Service area	Gross Expenditure Budget 19/20 £'000's	Gross Income Budget 19/20 £'000's	Net Budget 19/20 £'000's	Forecast Outturn £'000's	Variance £'000's
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Transport, Highways & Environment

Highways	8,339	-5,195	3,144	3,144	0
Fleet	1,550	-1,782	-232	-182	50
Waste Collection	4,317	-179	4,138	4,483	345
Waste Disposal	11,396	-2,838	8,558	8,558	0
Waste Strategy	221	0	221	221	0
Commercial Waste	553	-1,436	-883	-833	50
Household Waste Recycling Centres	927	-245	682	682	0
Transport	10,590	-3,826	6,764	6,689	-75
Public Realm	3,826	-844	2,982	2,982	0
Parking Services	1,983	-682	1,301	1,301	0
Parking Income	100	-7,255	-7,155	-7,655	-500
Emergency Planning	120	0	120	120	0
Management & Support	273	0	273	273	0
Total Transport, Highways & Environment	44,195	-24,282	19,913	19,783	-130

Planning and Public Protection

Development Management	1,289	-1,590	-301	-301	0
Forward Planning	589	0	589	589	0
Building Control	254	-479	-225	-215	10
Land Charges	152	-341	-189	-179	10
Environmental Management	449	-68	381	381	0
Env Health & Trading Standards	3,295	-2,436	859	857	-2
Licensing	557	-802	-245	-245	0
Management & Support	273	0	273	273	0
Total Planning & Public Protection	6,858	-5,716	1,142	1,160	18

Service area	Gross Expenditure Budget 19/20	Gross Income Budget 19/20	Net Budget 19/20	Forecast Outturn	Variance
	£'000's	£'000's	£'000's	£'000's	£'000's
Regeneration and Asset Management					
Commercial Property	1,022	-4,945	-3,923	-3,923	0
Property Transfer and Disposal	366	-69	297	297	0
Asset and Property Management	715	-238	477	477	0
Management & Support	405	-132	273	273	0
Total Regeneration and Asset Management	2,508	-5,384	-2,876	-2,876	0
Director's Group					
Economic Development	1,065	-524	541	541	0
Director & Business Support	171	0	171	171	0
Total Director's Group	1,236	-524	712	712	0
Assumed Mitigation				-25	-25
TOTAL Economy & Place	54,797	-35,906	18,891	18,754	-137



Economy & Place 2019/2020

No of Indicators = 62 | 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 2020

			Previous Years			2019/2020							
		Collection Frequency	2016/2017	2017/2018	2018/2019	Q1	Q2	Q3	Q4	Target	Polarity	DOT	
00. Council Plan Indicators	CJGE14	Median earnings of residents - Gross Weekly Pay (£)	Annual	£508.1	£519.9	£512.9	-	£574.6	-	-	-	Up is Good	◀▶ Neutral
	BUR01	Business Rates - Rateable Value	Monthly	£247,348,791	£254,662,152	£255,782,931	£255,623,506	£255,273,836	-	-	-	Neutral	◀▶ Neutral
	emp1	% of working age population in employment (16-64)	Quarterly	77.50%	76.90%	78.40%	78.80%	78.60%	-	-	-	Up is Good	◀▶ Neutral
	CJGE23	% of vacant city centre shops	Monthly	9.16%	8.24%	7.19%	8.13%	6.70%	-	-	-	Up is Bad	▼ Green
	CJGE20	% of working age population qualified - to at least L4 and above*	Annual	42.70%	48.90%	47.90%	-	-	-	-	-	Up is Good	◀▶ Neutral
	CJGE18	% of working age population qualified - to at least L2 and above*	Annual	80.20%	85.00%	83.20%	-	-	-	-	-	Up is Good	◀▶ Neutral
	CJGE33	GVA per head (balanced calculations) (£)	Annual	28,059	29,035	30,258	-	-	-	-	-	Up is Good	▲ Green
	CAN031	P&R Passenger Journeys - (LI 3 b) - (YTD Indexed to 2009 baseline (3,941,852))	Monthly	4.57m	4.25m	4.24m	1.03m (Prov)	2.13m (Prov)	-	-	-	Up is Good	◀▶ Neutral
	CAN032	Local bus passenger journeys originating in the authority area (excluding P&R) (LI 3 a) - (YTD Indexed to 2009 baseline (10,832,614))	Monthly	11.5m	12m	12m	2.91m (Prov)	5.64m (Prov)	-	-	-	Up is Good	◀▶ Neutral
	CES100	Area Wide Traffic Levels (07:00 -19:00) (Excluding A64) from 2009/10 baseline (2.07m) (LI 10diii)	Annual	2.2m	2.17m	2.15m (Prov)	-	-	-	-	-	Neutral	◀▶ Neutral
	CES28	Index of cycling activity (12 hour) from 2009 Baseline (31,587) (Calendar Year) (LI 2c(ii))	Annual	123.00% (2016)	116.00% (2017)	120.00%	-	-	-	-	-	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	108.00%	110.00%	126.00%	-	-	-	-	-	Up is Good	▲ Green
	CES34	% of customers arriving at York Station by sustainable modes of transport (cycling, walking, taxi or bus - excluding cars, Lift, Motorcycle, Train) (LI 4a)	Annual	75.00% (2016)	71.00% (2017)	73.00%	-	-	-	-	-	Up is Good	◀▶ Neutral
CES03	% of ROAD and pathway network that are grade 4 and below (poor and below) - Roadways	Annual	NC	24.00%	23.00%	-	-	-	-	-	Up is Bad	▼ Green	



Economy & Place 2019/2020

No of Indicators = 62 | 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 2020



			Previous Years			2019/2020						
		Collection Frequency	2016/2017	2017/2018	2018/2019	Q1	Q2	Q3	Q4	Target	Polarity	DOT
00. Council Plan Indicators	CES04	% of road and PATHWAY network that are grade 4 and below (poor and below) - Pathways	Annual	NC	5.00%	3.00%	-	-	-	-	-	Up is Bad ◀▶ Neutral
	CJGE89	Average broadband download speed (Mb/s)	Annual	-	102.9	44	-	-	-	-	-	Neutral ◀▶ Neutral
	CJGE90	Superfast broadband availability	Annual	-	92.00%	94.90%	-	-	-	-	-	Up is Good ◀▶ Neutral
1. Benefits	CJGE06	JSA Claimants: % of Working Age Population (16-64)	Monthly	0.50%	0.20%	0.10%	0.10%	0.10%	-	-	-	Up is Bad ◀▶ Neutral
		Benchmark - National Data	Monthly	1.20%	1.10%	0.60%	0.50%	0.40%	-	-	-	
		Benchmark - Regional Data	Monthly	1.60%	1.40%	0.80%	0.70%	0.60%	-	-	-	
		Regional Rank (Rank out of 15)	Monthly	1	1	1	1	1	-	-	-	
	CJGE151	JSA and UC (Out of Work) % of working age population (16 - 64)	Monthly	0.70%	1.20%	1.30%	1.20%	1.20%	-	-	-	Up is Bad ◀▶ Neutral
		Benchmark - National Data	Monthly	1.90%	2.10%	2.60%	2.70%	2.80%	-	-	-	
		Benchmark - Regional Data	Monthly	2.30%	2.50%	2.90%	3.00%	3.10%	-	-	-	
		Regional Rank (Rank out of 15)	Monthly	1	1	1	1	1	-	-	-	
2. Employment and Skills	CJGE03	York's unemployment rate below the national - (Snapshot)	Quarterly	1.70%	1.10%	1.10%	1.00%	1.00%	-	-	-	Up is Good ◀▶ Neutral
	CJGE05	% of Part time employees	Quarterly	31.30%	31.80%	29.30%	27.40%	26.50%	-	-	-	Up is Bad ▼ Green
		Benchmark - National Data	Quarterly	25.30%	25.00%	24.60%	24.60%	24.50%	-	-	-	
		Benchmark - Regional Data	Quarterly	27.00%	25.90%	25.60%	25.60%	25.50%	-	-	-	
		Regional Rank (Rank out of 15)	Quarterly	14	15	14	12	11	-	-	-	



Economy & Place 2019/2020

No of Indicators = 62 | 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 2020

			Previous Years			2019/2020							
		Collection Frequency	2016/2017	2017/2018	2018/2019	Q1	Q2	Q3	Q4	Target	Polarity	DOT	
2. Employment and Skills	CJGE17	% of working age population qualified - No qualifications	Annual	6.20%	4.40%	5.50%	-	-	-	-	-	Up is Bad	◀▶ Neutral
		Benchmark - National Data	Annual	8.00%	7.70%	7.80%	-	-	-	-	-		
		Benchmark - Regional Data	Annual	9.50%	9.50%	8.50%	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	2	1	1	-	-	-	-	-		
	CJGE71	Employment Rate (Male)	Quarterly	80.00%	76.70%	81.40%	80.70%	79.80%	-	-	-	Up is Good	◀▶ Neutral
		Regional Rank (Rank out of 15)	Quarterly	4	10	2	3	4	-	-	-		
	CJGE72	Employment Rate (Female)	Quarterly	75.10%	77.00%	75.50%	76.90%	77.40%	-	-	-	Up is Good	◀▶ Neutral
		Regional Rank (Rank out of 15)	Quarterly	2	1	1	1	1	-	-	-		
	emp1	% of working age population in employment (16-64)	Quarterly	77.50%	76.90%	78.40%	78.80%	78.60%	-	-	-	Up is Good	◀▶ Neutral
		Regional Rank (Rank out of 15)	Quarterly	2	2	2	1	1	-	-	-		
3. Business	CJGE23	% of vacant city centre shops	Monthly	9.16%	8.24%	7.19%	8.13%	6.70%	-	-	-	Up is Bad	▼ Green
		Benchmark - National Data (Local Data Company)	Annual	11.20%	11.20%	11.50%	11.70%	-	-	-	-		
	CJGE29	Business Deaths	Annual	775	810	-	-	-	-	-	-	Up is Bad	▲ Red
		Regional Rank (Rank out of 15)	Annual	4	11	-	-	-	-	-	-		
	CJGE32	Business Startups - (YTD)	Discontinued	976	969	928	249	505	-	-	-	Up is Good	◀▶ Neutral
	CJGE33	GVA per head (balanced calculations) (£)	Annual	28,059	29,035	30,258	-	-	-	-	-	Up is Good	▲ Green
Regional Rank (Rank out of 12)		Annual	2	2	2	-	-	-	-	-			



Economy & Place 2019/2020

No of Indicators = 62 | 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 2020



			Previous Years			2019/2020						
		Collection Frequency	2016/2017	2017/2018	2018/2019	Q1	Q2	Q3	Q4	Target	Polarity	DOT
3. Business	CJGE34	Total GVA (balanced calculations) (£ billion)	Annual	5.81	6.04	6.35	-	-	-	-	-	Up is Good ▲ Green
		Regional Rank (Rank out of 11)	Annual	11	11	10	-	-	-	-	-	
	TOU14	Parliament Street Footfall	Monthly	8,044,607	8,049,691	8,445,834	2,061,058	2,278,319	-	-	-	Up is Good ▲ Green
4. Earnings	CJGE14	Median earnings of residents - Gross Weekly Pay (£)	Annual	£508.1	£519.9	£512.9	-	£574.6	-	-	-	Up is Good ◄► Neutral
		Benchmark - National Data	Annual	£540.9	£552.3	£570.5	-	£587	-	-	-	
		Benchmark - Regional Data	Annual	£498.3	£502.3	£520.4	-	£539.8	-	-	-	
		Regional Rank (Rank out of 15)	Annual	5	5	9	-	2	-	-	-	
	CJGE68	Median earnings of residents - Gross Weekly Pay (£) - Gender Pay Gap	Annual	£117	£117.3	£100.2	-	£133.8	-	-	-	Up is Bad ◄► Neutral
		Benchmark - National Data	Annual	£99.8	£99.8	£102.7	-	£103.1	-	-	-	
		Benchmark - Regional Data	Annual	£106.5	£105.1	£101.4	-	£103.7	-	-	-	
		Regional Rank (Rank out of 15)	Annual	10	11	7	-	11	-	-	-	
5. Resident Surveys	TAP01	% of Talkabout panel satisfied with their local area as a place to live	Quarterly	89.84%	89.94%	88.61%	88.45%	NC	-	NC	-	Up is Good ◄► Neutral
		% of Talkabout panel dissatisfied with their local area as a place to live	Quarterly	6.18%	6.29%	8.02%	8.81%	NC	-	NC	-	Up is Bad ▲ Red
	TAP30	% of Talkabout panel who think that the council are doing well at improving green spaces	Quarterly	42.80%	37.09%	38.03%	37.92%	NC	-	NC	-	Up is Good ◄► Neutral
		% of Talkabout panel who think that the council are not doing well at improving green spaces	Quarterly	40.77%	45.12%	49.22%	51.06%	NC	-	NC	-	Up is Bad ▲ Red



Economy & Place 2019/2020

No of Indicators = 62 | 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 2020



			Previous Years			2019/2020						
		Collection Frequency	2016/2017	2017/2018	2018/2019	Q1	Q2	Q3	Q4	Target	Polarity	DOT
5. Resident Surveys	TAP32	% of panel who think that the council and partners are doing well at improving the quality of streets/public spaces	Quarterly	47.40%	38.26%	33.70%	33.47%	NC	-	NC	-	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	44.00%	52.61%	59.91%	60.25%	NC	-	NC	-	Up is Bad ◀▶ Neutral
6. Housing and Planning	CES13	New Homes Built on Previously Developed Land (%) - (YTD)	Quarterly	82.33%	91.09%	72.97%	NC	74.71%	NC	-	-	Up is Good ◀▶ Neutral
		Homes Provided on Greenfield Land (Gross) - (YTD)	Quarterly	176	119	130	NC	87	NC	-	-	Neutral ◀▶ Neutral
		Homes Provided on Brownfield Land (Gross) - (YTD)	Quarterly	820	1,217	351	NC	257	NC	-	-	Neutral ◀▶ Neutral
	CES905	% of major applications determined within 13 Weeks (NPI157a)	Quarterly	87.00%	89.00%	88.00%	-	-	-	-	-	Up is Good ◀▶ Neutral
		Benchmark - National Data	Quarterly	87.00%	86.00%	88.00%	-	-	-	-	-	
		Benchmark - Regional Data	Quarterly	92.00%	88.00%	88.00%	-	-	-	-	-	
	CES910	% of minor applications determined within 8 Weeks (NPI157b)	Quarterly	81.00%	76.00%	80.00%	-	-	-	-	-	Up is Good ◀▶ Neutral
		Benchmark - National Data	Quarterly	85.00%	85.00%	85.00%	-	-	-	-	-	
		Benchmark - Regional Data	Quarterly	86.00%	85.00%	85.00%	-	-	-	-	-	
	CES911	% of other applications determined within 8 Weeks (NPI157c)	Quarterly	91.00%	92.00%	83.00%	-	-	-	-	-	Up is Good ◀▶ Neutral
Benchmark - National Data		Quarterly	90.00%	90.00%	90.00%	-	-	-	-	-		
Benchmark - Regional Data		Quarterly	93.00%	93.00%	90.00%	-	-	-	-	-		



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		Collection Frequency	2016/2017	2017/2018	2018/2019	Q1	Q2	Q3	Q4	Target	Polarity	DOT	
6. Housing and Planning	CJGE121a	Average House Price	Monthly	£241,042	£240,743	£251,507	£250,933	£259,451.73	-	-	-	Neutral	◀▶ Neutral
		Benchmark - National Data	Monthly	£227,449	£235,782	£238,259	£242,009	£245,723.55	-	-	-		
		Benchmark - Regional Data	Monthly	£149,606	£155,251	£162,129	£161,997	£165,745.37	-	-	-		
		Regional Rank (Rank out of 15)	Monthly	1	1	1	1	1	-	-	-		
	HM01	Gross Additional Homes Provided - (YTD)	Quarterly	996	1,336	481	NC	344	NC	-	-	Up is Good	◀▶ Neutr
	HM03	Net Additional Homes Provided - (YTD)	Quarterly	977	1,296	449	NC	328	NC	-	-	Up is Good	◀▶ Neutr
	HM07	Net Housing Consents - (YTD)	Quarterly	451	1,104	1,626	NC	120	-	-	-	Up is Good	▲ Red
7. Public Protection	CSPEC1	FLY-TIPPING - Number of issues reported	Monthly	2,276	2,151	1,995	593	587	-	-	-	Neutral	◀▶ Neutral
	PHOF24	% of the population exposed to road, rail and air transport noise of 55 dB(A) or more during the night-time	Five Years	5.51%	NC	5.51%	-	-	-	-	-	Up is Bad	◀▶ Neutral
		Benchmark - National Data	Five Years	8.48%	NC	8.48%	-	-	-	-	-		
		Benchmark - Regional Data	Five Years	6.48%	NC	6.48%	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Five Years	6	NC	6	-	-	-	-	-		
	PP04	% of customers who were satisfied with the overall level of service provided	Annual	78.40%	75.00%	80.60%	-	-	-	-	-	Up is Good	◀▶ Neutral
PP06	% of food premises that are classified as broadly compliant - (YTD)	Quarterly	94.25%	93.80%	93.00%	97.00%	93.00%	-	-	-	Up is Good	◀▶ Neutral	



Economy & Place 2019/2020

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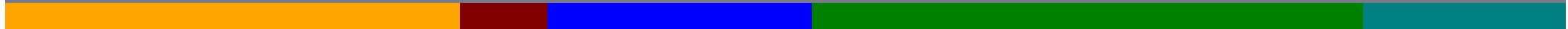
			Previous Years			2019/2020							
		Collection Frequency	2016/2017	2017/2018	2018/2019	Q1	Q2	Q3	Q4	Target	Polarity	DOT	
8. Transport	CAN030	The number of businesses signed up to the Eco Stars fleet recognition scheme - (Snapshot)	Quarterly	83	95	106	105	106	-	-	-	Up is Good	◀▶ Neutral
	CAN031	P&R Passenger Journeys - (LI 3 b) - (YTD) Indexed to 2009 baseline (3,941,852)	Monthly	4.57m	4.25m	4.24m	1.03m (Prov)	2.13m (Prov)	-	-	-	Up is Good	◀▶ Neutral
	CAN032	Local bus passenger journeys originating in the authority area (excluding P&R) (LI 3 a) - (YTD) Indexed to 2009 baseline (10,832,614)	Monthly	11.5m	12m	12m	2.91m (Prov)	5.64m (Prov)	-	-	-	Up is Good	◀▶ Neutral
	CAN032-A	Passenger journeys on local bus services (Not comparable with CAN031/CAN032 - DfT measure - BUS0109a)	Annual	16.8m	15.9m	(Due Dec 2019)	-	-	-	-	-	Up is Good	◀▶ Neutr
	CAN033	% of non-frequent scheduled bus services (fewer than 6 buses per hour) running on time (DfT measure - BUS0902) (LI 22a)	Annual	86.50%	84.70% (2017)	NA (No data available - DfT informed)	-	-	-	-	-	Up is Good	◀▶ Neutr
	CES03	% of ROAD and pathway network that are grade 4 and below (poor and below) - Roadways	Annual	NC	24.00%	23.00%	-	-	-	-	-	Up is Bad	▼ Green
	CES04	% of road and PATHWAY network that are grade 4 and below (poor and below) - Pathways	Annual	NC	5.00%	3.00%	-	-	-	-	-	Up is Bad	◀▶ Neutral
	CES05	% of Principal roads where maintenance should be considered (NI 168)	Annual	5.00%	8.00%	10.00%	-	-	-	-	-	Up is Bad	◀▶ Neutral
		Benchmark - National Data	Annual	3.00%	3.00%	(Avail Mar 2020)	-	-	-	-	-		
		Benchmark - Regional Data	Annual	3.00%	3.00%	(Avail Mar 2020)	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	14	15	(Avail Mar 2020)	-	-	-	-	-		
	CES06	% of Non-principal classified roads where maintenance should be considered (NI 169)	Annual	18.00%	21.00%	24.00%	-	-	-	-	-	Up is Bad	◀▶ Neutral
		Benchmark - National Data	Annual	6.00%	6.00%	(Avail Mar 2020)	-	-	-	-	-		
Benchmark - Regional Data		Annual	6.00%	5.00%	(Avail Mar 2020)	-	-	-	-	-			



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			Previous Years			2019/2020							
		Collection Frequency	2016/2017	2017/2018	2018/2019	Q1	Q2	Q3	Q4	Target	Polarity	DOT	
8. Transport		Regional Rank (Rank out of 15)	Annual	15	15	(Avail Mar 2020)	-	-	-	-	-		
	CES07	% of Unclassified roads where maintenance should be considered (old BV224b)	Annual	12.00%	28.00%	27.00%	-	-	-	-	-	Up is Bad	▼ Green
		Benchmark - National Data	Annual	17.00%	17.00%	(Avail Mar 2020)	-	-	-	-	-		
		Benchmark - Regional Data	Annual	18.00%	17.00%	(Avail Mar 2020)	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	3	13	(Avail Mar 2020)	-	-	-	-	-		
	CES14	Reported number of PEOPLE killed in road traffic accidents (Calendar Year) (LI 13a)	Monthly	5 (2016)	2 (2017)	5 (2018)	2 (Prov)	2 (Prov)	-	-	-	Up is Bad	▲ Red
	CES14i	Reported number of PEOPLE killed or seriously injured (KSI) in road traffic accidents (Calendar Year) (LI 13a (i))	Monthly	60 (2016)	52 (2017)	60 (2018)	14 (Prov)	8 (Prov)	-	-	-	Up is Bad	◀▶ Neutral
	CES16	Reported number of PEOPLE slightly injured in road traffic accidents (Calendar Year) (LI 13c)	Monthly	488 (2016)	445 (2017)	412 (2018)	108 (Prov)	74 (Prov)	-	-	-	Up is Bad	▼ Green
	CES17	Reported number of CHILDREN (0-15) killed in road traffic accidents (Calendar Year) (LI 13b)	Monthly	1 (2016)	0 (2017)	0 (2018)	0 (Prov)	0 (Prov)	-	-	-	Up is Bad	▼ Green
CES26	Index of cycling activity (AM Peak) from 2009 Baseline (5,171) (Calendar Year) (LI 2a(ii))	Annual	118.00% (2016)	119.00% (2017)	117.00%	-	-	-	-	-	Up is Good	◀▶ Neutral	



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			Previous Years			2019/2020						
		Collection Frequency	2016/2017	2017/2018	2018/2019	Q1	Q2	Q3	Q4	Target	Polarity	DOT
8. Transport	CES27	Index of cycling activity (PM Peak) from 2009 Baseline (4,557) (Calendar Year) (LI 2b(ii))	Annual	122.00% (2016)	116.00% (2017)	118.00%	-	-	-	-	-	Up is Good Neutral
	CES28	Index of cycling activity (12 hour) from 2009 Baseline (31,587) (Calendar Year) (LI 2c(ii))	Annual	123.00% (2016)	116.00% (2017)	120.00%	-	-	-	-	-	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	108.00%	110.00%	126.00%	-	-	-	-	-	Up is Good Green
	CES34	% of customers arriving at York Station by sustainable modes of transport (cycling, walking, taxi or bus - excluding cars, Lift, Motorcycle, Train) (LI 4a)	Annual	75.00% (2016)	71.00% (2017)	73.00%	-	-	-	-	-	Up is Good Neutral
	TSS08B	% of tenants who say car parking is not a problem in their neighbourhood	Annual	41.62%	37.19%	37.01%	-	-	-	-	-	Up is Good Neutral
	YCC036	Customer Centre Tickets issued - Parking	Monthly	18,310	17,599	19,375	4,598	4,803	-	-	-	Neutral Neutral
	YCC107	YCC Number of calls offered - Parking	Weekly	20,315	17,989	17,359	3,312	3,507	-	-	-	Neutral Neutral
9. Waste	CES36	Percentage of household waste sent for reuse, recycling or composting (DEFRA)	Quarterly	42.50%	44.86%	43.60%	56.30% (Prov)	56.14% (Prov)	-	-	-	Up is Good Neutral
		Household waste recycled / composted: Benchmark - National Data	Annual	43.70%	43.20%	35.10%	-	-	-	-	-	
		Household waste recycled / composted: Benchmark - Regional Data	Annual	42.90%	42.40%	43.60%	-	-	-	-	-	
		Household waste recycled / composted: Regional Rank (Rank out of 15)	Annual	9	8	9	-	-	-	-	-	
	CES48	Missed bins per 100,000 collections - (YTD) (COLI3)	Monthly	54.64	57.06	48.65	51.52	54.01	-	-	-	Up is Bad Neutral
		Benchmark - National Data	Monthly	-	68.07	-	-	-	-	-	-	
CES76	Total tonnes of waste used for energy recovery	Quarterly	0	22,075.88	45,871.86	9,766.87	9,989.09	-	-	-	Up is Good Neutral	

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**Economy and Place Policy & Scrutiny
Committee**

12 February 2020

Report of the Head of Programmes and Smart Place

Pre-Decision Report for Public Electric Vehicle (EV) charging provision

SUMMARY

1. The Executive are due to consider an update report on Public Electric Vehicle Charging at their meeting in March. The committee has asked for a pre-decision report to discuss the issues.
2. In light of the climate change emergency the council is looking across all areas in which it can make a tangible difference. To this end the council is reviewing electric charging with the aim of minimising environmental impact, improving air quality, improving working protocols and delivering greater lifetime value.
3. The transition of motor vehicle users to more sustainable, low carbon fuels is an important element of achieving the Council's carbon targets and greener and cleaner City ambitions. Central to this is the provision of an inclusive, cost effective, resilient and reliable Electric Vehicle (EV) charging network. The Council are in the process of developing the EV charging strategy where core general issues being addressed are:
 - Range anxiety (where will I be able to charge, will the charger be available and will I make it?);
 - Power management (will there be enough power to supply the increase in demand on the grid for charging electric vehicles?);
 - Funding to sustain the network (how will new assets, replacement assets and maintenance be funded?);
4. Amongst these are a number of issues that need careful attention as they have very local nuances:
 - Bay management in public car parks (where bays are allocated for EV charging);

- On street charging facilities (where residents do not have off street parking provision;

BACKGROUND

5. City of York Council is committed to creating a greener and cleaner city which has a thriving local economy, strong communities and a sustainable way of life. This can be no better illustrated than the Council's ambition to the reduction of carbon emissions to zero by 2030 and the resourcing of a number of projects that would make a real impact on the delivery of these targets.
6. An area where the Council can exercise significant influence is by supporting the transition to more sustainable means of transport for residents, visitors and businesses and internally for the Council's own fleet.
7. The Department for Transport's "The Road to Zero" sets out a framework to end the sales of conventional petrol and diesel cars and vans by 2040 and put the UK at the forefront of manufacturing and sale of ultra-low emission vehicles. The ambition is for all new cars and vans to be effectively zero emission by 2040.
8. Vehicles with reduced emissions range from efficient Euro 6d diesel and petrol vehicles, alternatively fuelled vehicles and parallel hybrids (which use traditional fuels (petrol or diesel) and have a supporting electric motor that is charged by the combustion engine). Ultra Low Emissions Vehicles include plug-in hybrids, fully electric vehicles (EVs) and fuel cell electric vehicles. There is a strong narrative in the Department for Transport's strategy for the production and uptake of Ultra Low Emissions Vehicles to play a large part in delivering on the strategy in the next 10-20 years.
9. Already nationally there is an increase in uptake of EVs with nearly 60,000 plug-in cars registered in the UK in 2018 marking the 7th consecutive year of growth and this is reflected locally in terms of sales of EV and demand on the Council's charging infrastructure.
10. There is a clear need for a local EV charging network that serves resident and business travel within the City and to act a link in the journey for EV drivers making longer journeys, locally or nationally.
11. Without the Council playing a role in developing the public EV charging network, it would be left to commercial networks to deliver a solution and this would not necessarily be cost effective and inclusive for York's residents, businesses and visitors.

12. This would mean that the uptake of EVs will be slower with a resulting impact on the key opportunities around climate change, air quality, and economic benefits. It would also mean that City of York council would not be able to influence tariffs at commercial sites which is likely to lead to higher tariffs for consumers. The Council network is designed to be fair for all by keeping the tariff low and the network promotes equity of access enabling more residents to benefit from EV usage not just the wealthy.
13. There are currently around 40 charging points that the Council manage and maintain, strategically placed in public car parks. It is understood through analysis of usage, government policy direction, increase in take up of plug in vehicles and resident, business and visitor feedback that this network will have to grow to meet future needs.
14. The Council have already secured funding for two Hyperhubs (ultra-rapid charging hubs) at Monks Cross and Poppleton Bar Park and Ride sites and further funding is being sought to provide 5% EV charging bays in all City centre car parks. This is to meet growing demand and also to provide facilities for residents who don't have off street parking (and the ability to plug in their vehicle at home). It is important to point out that the Hyperhubs are located at the Park and Ride sites for their strategic positions (east and west of the City on the outer ring road) and not because users would leave their car all day at the charging points (there are slower EV charging points within the park and ride sites for EV users who are using the park and ride).
15. In order to enable the shift from traditional petrol and diesel vehicles to plug in EV, motorists need assurance that they will be able to charge when they need to. This is commonly known as range anxiety. Increasing the amount of reliable charging points in the right areas (in order to act as links in journeys, will help this.
16. Work is being done at a national level to ensure that the National Grid is able to support the increase in EV take up and the Council are working with Northern Power grid to ensure that grid is ready when new developments, like Hyperhubs come on line.
17. At a local level there are two issues that the Council is working through to provide the right EV charging network, Bay management in public car parks and on street charging for residents without off street parking.

AREAS OF OPPORTUNITY

Bay management in public car parks (where bays are allocated for EV charging)

18. At present EV charging bays in Council car parks are inconsistently marked and have a charging unit between two bays at the foot of the bays. A charging unit services two bays. The EV user uses their own cable to attach their vehicle to the charging unit. In order to draw down power, the EV user subscribes to a service and starts and stops charging through an app or with an access card. The EV user is charged for the power they draw down. The Council monitors the usage through a back office system, which gives sight of how long the vehicle is connected to the charger and how much power was drawn down.
19. The EV user is not, as it currently stands, charged for the time spent parking. This gives the EV user free parking even when the car has finished charging. The current system is open to abuse as an EV owner can park all day free of charge and may only actually charge for a few minutes.
20. The consequence is that the bay is then not available for other EV users who do need to charge and lost parking revenue (though the Council is committed to a lower rate for low emission vehicles).

Options

21.

	Pros	Cons
Current case - EV user parks all day free of charge regardless of if they are charging on not	<ul style="list-style-type: none"> • No new systems required • Easy for customers to understand • Easy for enforcement staff – if the car is connected to a charger they don't issue a ticket • Good incentive for users to plug-in, sends a clear message that we want drivers to switch to EV • May increase charging (and 	<ul style="list-style-type: none"> • Council forgoes parking revenue • May not maximize EV income as one user can stay all day at a charger • Can stop additional users from accessing a charge point

	<p>therefore EV revenue) as EV users are encouraged to plug-in every time they park, whereas they may only plug-in when absolutely necessary if they have to pay for parking</p>	
<p>Make all EV users pay for parking at all times</p>	<ul style="list-style-type: none"> • Easy to implement – no new systems required • Easy for customers to understand • Easy for enforcement staff • Maximises car parking revenue 	<ul style="list-style-type: none"> • Doesn't incentivise EV use • May decrease charging events (and therefore forego EV revenue) as drivers may only plug in when absolutely necessary. • Would require revised signage to explain new regime
<p>EV users get free parking while charging and are then automatically charged for parking i.e. if a user parks for three hours but charges for one hour, they would receive one hour of free parking and be charged for two hours of parking</p>	<ul style="list-style-type: none"> • Easy for customers to understand • May be confusing for enforcement staff • Good balance between providing an incentive to use an EV and gaining parking revenue 	<ul style="list-style-type: none"> • Requires new systems to implement – currently don't have a technical solution that will do this • More open to customer challenge if they feel the system has apportioned the split of EV and parking fees incorrectly • Would require revised signage to

		explain new regime
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22. It is recommended that a piece of work is undertaken to investigate further options for reducing EV charging bay blocking. This could also include the review of tariffs, time limitations on bays and how technology can assist.

On street charging facilities (where residents do not have off street parking provision)

23. In order to create an inclusive environment for the take up of EV, it is important that charging is available to all including those living on, for example, terraced streets where they is no off street parking.
24. There have been examples across the UK of testing on street charging using power from public assets, such as street lights, and by running cables from residential properties to vehicles parked on the street. While on the face of it these seem like viable solutions, but there are a number of issues.
25. On street parking is part of the public highway and is usable by any vehicle, so there is no guarantee (even in a resident parking zone) that the EV users will be able to park near their own charging point (if a cable is run from their residence) or near a public asset where power is provided.
26. Rolling public charging out across entire streets (connecting to lamp columns) is a costly exercise in terms of upfront cost and maintenance and in areas where there are narrow footpaths and where lamp columns are near the property side rather than the kerbside this will make the footpath congested or inaccessible. There are also health and safety issues with connecting in this manner.

Options

27. The current approach is to match the Council's planning guidance and ensure that the Council's existing car parks are provisioned with 5% EV charging bays and well as providing the charging facilities at the Hyperhubs. These would then be made available to residents to park overnight.

	Pros	Cons
Treat residents the same as other users	<ul style="list-style-type: none"> • No new systems required • Easy for customers to understand • Easy for enforcement staff 	<ul style="list-style-type: none"> • Doesn't provide an recognition that using public chargers is less convenient for residents than being able to charge at home
Provide free overnight parking for residents with an EV	<ul style="list-style-type: none"> • Easy to implement – no new systems required • Easy for customers to understand • Easy for enforcement staff • Sends a clear message to residents to encourage EV usage 	<ul style="list-style-type: none"> • Doesn't maximise car parking revenue
Provide discounted EV charging tariff	<ul style="list-style-type: none"> • Sends a clear message to residents to encourage EV usage 	<ul style="list-style-type: none"> • More complicated to administer as need a solution for residents to be identified through back office system • Would require new systems to be developed • Loss of EV revenue, tariffs are set at a minimum level to cover operating costs, providing discounts would mean operating at a loss
Provide free overnight parking and discounted EV charging tariff	<ul style="list-style-type: none"> • Sends a clear message to residents to 	<ul style="list-style-type: none"> • More complicated to administer as need a solution for residents to be

	<p>encourage EV usage</p>	<p>identified through back office system</p> <ul style="list-style-type: none"> • Would require new systems to be developed • Loss of EV revenue, tariffs are set at a minimum level to cover operating costs, providing discounts would mean operating at a loss • Council would also forego parking revenue
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28. There is an opportunity to explore different opportunities for on street provision and as technology advances, in terms of inductive and wireless charging, the viability of on street charging will increase. It is recommended that an appraisal is made of options around on street EV charging, including options for future implementation and geographical locations for these charging points.

RECOMMENDATIONS

29. Economy and Place Policy and Scrutiny Committee are asked to review the options in the body of the report and make suggestions so that these can be considered by the Executive.

Reason: To ensure that there is a robust, resilient and inclusive approach to the development of public EV charging infrastructure.

Contact Details

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**Report
Approved**



Date 04/02/20

Specialist Implications Officer(s) None

Wards Affected: All



For further information please contact the authors of the report

Background Papers

None

Abbreviations

EV – Electric Vehicle

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Economy and Place Policy & Scrutiny Committee

12 February 2020

Report of the Assistant Director of Transport, Highways and Environment

Pre Decision Report – CYC Fleet Strategy

SUMMARY

1. The Executive are due to consider a report on the Council's Fleet Strategy at their meeting in March. The committee has asked for a pre-decision report to discuss the issues.
2. In light of the climate change emergency the council is looking across all areas in which it can make a tangible difference. To this end the council is reviewing the strategy for its own fleet with the aim of minimising environmental impact, improving air quality whilst maintain services to the city.
3. The former Economy and Place Policy Development Committee undertook a review in 2018 of the Council's approach to fleet replacement. The report to Executive will seek to formally adopt a policy.
4. The Council is committed to creating a greener and cleaner city which has a thriving local economy, strong communities and a sustainable way of life. A city where residents are healthy, happy and prosperous. Key to achieving this is the Council's ambition to reduce carbon emissions to zero by 2030.
5. If this commitment is to be achieved the Council's fleet replacement strategy must set out the plan for the council to transition its own fleet to a zero carbon at the tailpipe by 2030.
6. The adoption and take up of different fuel vehicles by the general public is driven by way new technology requires changes in behaviour, and costs
7. In transitioning to alternate fuels the Council will face the same challenge in that it will change the way services need to operate and operating costs.

BACKGROUND

8. The former Economy and Place Policy Development Committee undertook a review in 2018 (Annex A) of the councils approach to fleet replacement. Within that report a number of proposals were made to improve the process of replacing fleet. The report to Executive will seek to formally adopt these as policy.
9. The Council climate change ambitions have seen the implementation of a number of measures to address these challenges, for instance a clean air zone for busses and the transition of the Park and Ride fleet of busses to electric double decker busses will be completed this year.
10. A key part of addressing transport emissions is also the fleet of vehicles the Council uses to deliver its services. The vast majority of this fleet is currently a carbon based fleet. So in order to achieve a zero carbon fleet by 2030 the Fleet Replacement Strategy must set out a transition plan from carbon to zero by 2030.
11. The Council has an opportunity to set an example within the city and lead the move of commercial vehicles to ones with zero carbon emissions at the tailpipe.
12. There are a number of alternate fuels that can be considered, however each fuel type favours different types of vehicles:
 - a. Hydrogen – Zero emissions at the tail pipe, requires expensive infrastructure and is currently focused on long distance large goods vehicles.
 - b. Bio Gas – whilst still emitting carbon there is a significant reduction of carbon emissions. It requires substantial infrastructure investment.
 - c. Electric – Zero emissions at the tail pipe. Existing infrastructure in the city although upgrading of facilities would be required at the depot.
 - d. Hybrid vehicles - use a combination of fuels which have some tail pipe emissions.
13. The future remains uncertain, in that technology is developing all the time and the purpose of the fleet strategy is not to second guess the future technology. In the short the most efficient transition for the Council in the short/medium term is to electric vehicles. The infrastructure requirement is scalable and our relatively small geography mitigates some of the concerns about range.

14. The public concerns about moving to electric vehicles is often questioned in terms of the following concerns:
 - a. Purchase Price
 - b. Battery Pack Replacement
 - c. Range
 - d. Charge location
 - e. Charging Time
 - f. Carrying capacity
 - g. Supply chain environmental and ethical concerns
15. In the same way that the public need to consider these so will the Council. Issues around purchase price and battery packs can be addressed by looking at the whole life cost and purchasing arrangements can mitigate the cost of battery pack replacement. By replacing with hybrid, electric or zero emission vehicles there is the likelihood that they will have an increased cost compared to diesel. This will be assessed as part of the approach to looking at cost on a whole life.
16. However, other challenges remain which will impact upon the way services operate. Several front line services work on the basis that employees take a vehicle home, this partly for efficiency allowing them to start from home, but also to provide twenty four hour emergency response.
17. The challenge is where would the vehicle be charged, at the employee's home? How would this work with an emergency response? The challenge of an electric vehicle for these services is whether an electric vehicle would have the range to do a day's work and get the employee home.
18. The obvious solution is a plug in hybrid vehicle where a fossil fuel engine acts as an on-board generator. The disadvantage to this is that it reduces the weight the vehicle can carry so will impact upon the size of vehicle required and potentially require our employees to have a different driving license.
19. The transition to a zero emissions fleet must be a success and therefore addressing these issues needs to be considered for each services vehicle replacement.
20. The challenge therefore is about how the Fleet Strategy should address the challenge of being zero carbon by 2030 whilst ensuring front line services and resident facing services continue to operate.

Options

21. The options which have been explored for how to incorporate in the fleet policy an approach to achieve a zero carbon fleet are detailed below:

Option	Pros	Cons
<p>Have a clear policy position that all new vehicles must be zero emission.</p>	<p>Clear direction of travel and services need to start planning now.</p> <p>Immediate impact upon reduction of carbon emissions</p>	<p>The zero emissions market for small vehicles is much more developed than for Large Goods Vehicles (LGV).</p> <p>The budgetary impact cannot be modelled accurately yet.</p> <p>It has the potential to impact upon service delivery and employee terms and conditions.</p> <p>The budget impacts for this cannot be modeled in advance.</p>
<p>Have a clear policy position that all new vehicles should be zero emission. Any decisions to purchase a none zero emission vehicle is considered by Councilors before a decision is made.</p>	<p>It allows the business case for service delivery, employee impacts and environmental cases to be considered in the round.</p> <p>It drives the move to zero emissions forward with a clear policy statement and requires services to start addressing the challenge before they purchase the new fleet.</p> <p>It allows the Council to manage the financial risk.</p>	<p>The risk is that action is not taken now to address the issues that would allow the use of zero emission vehicles</p>
<p>Use a business case around whole life cost to determine whether</p>		<p>There is no pressure to challenge the way services are delivered</p>

a zero emission vehicle is purchased.		to enable the uptake of zero emission vehicles
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RECOMMENDATIONS

- 22. Economy and Place Policy and Scrutiny Committee are asked to review the options in the body of the report and make suggestions which can be considered by Executive.

Reason: To ensure that Fleet Strategy addresses the Council ambition of being zero carbon by 2030.

Contact Details

Author: **Cabinet Member and Chief Officer responsible for the report:**

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Report **Date** 03/02/2020
Approved

Specialist Implications Officer(s) None

Wards Affected: All

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For further information please contact the authors of the report

Background Papers

Annex A – Economy and Place Policy Development Committee – January 2018 - CYC Fleet Replacement Review

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Economy & Place Policy Development Committee 24 January 2018

Report of the Assistant Director for Transport, Highways and Environment

CYC Fleet Replacement Review
Summary

1. The Councils fleet procurement is done in conjunction with the procurement team and uses a range of frameworks and contracts to ensure that procurement is compliant with procurement regulations.
2. However, in June 2017 this committee made a range of suggestions to improve the decision making prior to procurement as a result of a presentation on fleet. This report makes proposals for how this could be achieved.

Recommendation

3. The Committee is asked to comment on the proposals contained within the report which will be developed into a firm process for fleet replacement

Reason: To improve the decision making around fleet replacement.

Current Position

4. The Councils fleet is made up of a range of vehicles:

Type	Number
Panel Van	89
Refuse/Recycling Vehicles (LGV)	26
Highways and Drainage (LGV)	25
Cars	20
Busses	19
Small Vans	13
Tippers	11
Others (tractors, forklifts etc)	33

5. They are used by a variety of departments:

Department	Number
Housing	79
Public Realm	39
Highways and Drainage	28
Adult Social Care	28
Waste and Recycling	27
Others	35

6. The fleet is primarily a diesel fleet which is reflective of the age of the fleet. However, the fleet has higher emissions standards than the minimum expected as a result of the age of the vehicle and when the standard became the minimum standard.

Euro Standard	% Fleet Registered since Euro standard introduced	% Fleet Meeting the Standard
Euro 6 – Sept 2015	2%	2%
Euro 5 – Jan 2011	40%	73%
Euro 4 – Jan 2006	14%	10%
Euro 3 – Jan 2001	44%	15%

7. However it should be noted that Euro 5 diesels have a particularly high proportion of primary NO₂ emissions, the main pollutant of concern in the city.
8. Vehicle Procurement is done in conjunction with the Procurement Team and Finance. It is legally compliant with procurement regulations often using frameworks to speed the process of procurement up.
9. That does not mean that the process is rigorous in terms of specification of the fleet requirements. Following the presentation in June a number of suggestions were made at the committee to improve the process of fleet procurement. These are captured in the Proposals below.

Proposal

10. Fleet Replacement is a complex and strategic decision which needs to consider a wide range of factors. However, it should be an integral part of the budget setting process with a long term plan. It needs to take into account the needs of the service and the ongoing life of the vehicle and the impact of maintenance.

11. From an Air Quality perspective it would be beneficial to replace those vehicles which most regularly enter York's Air Quality Management Areas and proposed Clean Air Zone.
12. Recognising that purchase of a vehicle is a significant long investment for the Council and decision making will be driven by Financial Decisions. However, applying One Planet York principles will ensure decision making is better.
13. Before a vehicle is purchased the fleet team will produce a 'Vehicle Usage Report' detailing levels of usage, times and miles, average daily mileage and how many are within York. It will also detail the current annual vehicle cost in terms of any outstanding lease, fuel, maintenance etc.
14. For new vehicles to the fleet the service requesting the vehicle would be expected to work up a 'New Fleet Vehicle Business Case' with the same information as for a replacement vehicle.
15. The fleet team would take the information and prepare an options report looking at the whole life cost of the vehicle and a recommendation. This would include:
 - The purchase price of the vehicles expressed as a write down cost of the vehicle (usually over 5 to 7 years)
 - This would always include a range of fuel options including ultra low emission vehicles such as electric and hybrid vehicles where the market can provide these.
 - By looking at whole life cost and the mileage of usage it would also capture the Vehicle Excise Duty saving implications of alternative fuels and other long term fuel cost savings.
 - The emissions data and therefore the impact on air quality and climate change of the options would be detailed on the sheet.
 - Fuel cost including likely projections of fuel costs in the future
 - Cost to maintain fitters time, parts etc
 - An estimated end of life cost.
 - Availability of any grants to off-set the initial purchase cost of alternatively fuelled vehicles

16. In the same way that for recruitment of staff a Chief Officer and the Service Accountant have to sign off the recruitment, the Chief Officer and the Accountant incurring the cost would be required to sign off the authority to purchase.
17. The current decision of how the vehicles are would consider the likelihood of early disposal needs to be factored into the decision making of how the purchase is financed.
18. The service would also produce for each service a monthly report of their fleet usage.
19. The council fleet is currently a three star member of the ECO Stars fleet recognition scheme, which provides recognition and guidance on operational best practice with an emphasis on reducing emissions and improving air quality in the city. As part of the procurement review and to drive forward operational efficiencies in the CYC fleet, it is proposed to seek advice and further support from the ECO Stars team on low emission vehicle technologies, use of telematics in the fleet and whole lifecycle costings. A re-evaluation of the CYC fleet rating under this scheme is proposed for 2018.
20. The York LES and thirds Air Quality Action Plan both contain commitments to improve emissions from the CYC fleet to help improve air quality in the city. The West Yorkshire authorities have developed low emission vehicle procurement guidance which is helping to drive improved uptake of alternatively fuelled vehicles within these authorities.

Consultation

21. The proposals contained within the report reflect the discussion with other services who are the primary users of fleet. Discussion has also taken place with procurement who support the proposed approach detailed in this report.

Analysis

22. The report captures the options and discussions at the previous committee and workshop.

23. Options that go beyond this are to move the fleet or sections of it towards a single manufacturer which would make maintenance easier, but would pose procurement challenges in terms of achieving value for money, and is therefore not recommended. However, standardising the fit out of vehicles to a limited number will make exchange and sharing of vehicles easier across the fleet.
24. It is recommended that the proposals are supported and that the further options are considered as a next stage.

Council Plan

25. The proposals meet the following priorities in the Council Plan:
 - Increasing the efficiency and performance of the front line services which are the primary users of the fleet
 - Environmental Sustainability underpins everything we do
 - Steps taken to improve air quality
 - Develop a long term plan to increase recycling rates and cut the city's carbon emissions
 - Work towards plans for One Planet living

Implications

26. Financial: The value of fleet purchases varies each year in line with operational requirements. In 2017/18 the value of purchases to date is £710k. Although the budgetary impacts of these purchases have been reviewed, this does not follow a standardised approach ensuring that all impacts have been considered. The development of a formal fleet replacement policy would ensure that both the capital and revenue budgetary impacts are properly considered.
27. There are no HR, Legal, Equalities, Crime & Disorder or other implications associated with the recommendation in this report.

Risk Management

28. Accepting the proposals will reduce the risk the authority faces by its decision making through the fleet replacement process. It will drive better financial management.

Contact Details

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Report Approved



Date

10 Nov 2017

Specialist Implications Officer(s)

Financial:

Name: Patrick Looker
Tel No. 01904 551633

Wards Affected: List wards or tick box to indicate all

All



For further information please contact the author of the report

Economy and Place Policy and Scrutiny Committee

Work Plan 2019-20

<p>Wednesday 12 June @ 5.30pm</p>	<ol style="list-style-type: none"> 1. Arrangements for Scrutiny in York 2. Draft Work Plan and work planning for the new municipal year.
<p>Wednesday 10 July @ 5.30pm</p>	<ol style="list-style-type: none"> 1. Attendance of the Executive Member for Economy and Strategic Planning – Priorities and Challenges for 2019-20 2. Attendance of the Executive Member for Transport 3. Bi-Annual Update Report from the Managing Director of Make It York 4. Annual Report of the Executive Director of York BID 5. Year End Finance and Performance Monitoring Report 6. Work Plan 2019-20 and work planning for the year
<p>Wednesday 11 September @ 5.30pm</p>	<ol style="list-style-type: none"> 1. Attendance of the Executive Member for Economy and Strategic Planning – Priorities and Challenges for 2019-20 2. Attendance of the Executive Member for Environment and Climate Change 3. CYC Flood defences Action Plan – Biannual Report 4. Work Plan 2019-20 and work planning for the year
<p>Wednesday 16 October @ 5.30pm</p>	<ol style="list-style-type: none"> 1. Attendance of representatives from Leeds City Region (LCR) and York, North Yorkshire and East Riding (YNYER) Local Enterprise Partnerships for discussions around Local Industrial Strategy. 2. Round table discussions around High Value Employment and Skills, Graduate Retention and the loss of skilled people.

	3. Work Plan 2019-20
Wednesday 13 November @ 5.30pm	<ol style="list-style-type: none"> 1. Round table discussions around in-work poverty, gender pay gap and low-pay industries. 2. Update of implementation of recommendations from Economic Health of York City Centre Scrutiny Review 3. Work Plan 2019-20
Tuesday 10 December @ 5.30pm	<ol style="list-style-type: none"> 1. Overview report from Highways Team 2. Update of implementation of recommendations from York Residents' Priority parking Scheme Scrutiny Review (slipped from November). 3. Apprenticeship and Skills Scoping Report 4. Work Plan 2019-20
Wednesday 15 January @ 5.30pm	<ol style="list-style-type: none"> 1. Overview Report on Economy and Place Sickness and Workloads 2. Scoping report on in-work poverty including Employers' Charters and Living Hours. 3. Work Plan 2019-20
Wednesday 12 February @ 5.30pm	<ol style="list-style-type: none"> 1. Overview Report on Economic Strategy including attendance of Executive Member for Economy and Strategic Planning. 2. Inclusive Growth Fund referral from CSMC 3. Bi-Annual Update from the Managing Director of Make It York. 4. 2nd Quarter Finance and Performance Monitoring Report (slipped from December) 5. Pre-Decision Report on EV Charging Strategy 6. Pre-Decision Report on Fleet Strategy. 7. Work Plan 2019-20

<p>Wednesday 11 March @ 5.30pm</p>	<ol style="list-style-type: none"> 1. CYC Flood Defences Action Plan – Biannual Report 2. Update report on Guildhall Project 3. Update report on Planning Enforcement. 4. Update report on In-Work Poverty Scrutiny review. 5. Update report on Apprenticeships Scrutiny review 6. Work Plan 2019-20
<p>Wednesday 15 April @ 5.30pm</p>	<ol style="list-style-type: none"> 1. Update Report on Highways (content to be informed by Cllr Taylor). 2. Work Plan 2019-20
<p>Wednesday 20 May @ 5.30pm</p>	<ol style="list-style-type: none"> 1. Further Update Report on Implementation of Recommendations of Economic health of York City Centre Scrutiny Review. 2. Work Plan 2019-20

June – Further update on implementation of recommendations from Residents’ Priority Parking Scheme

Future Areas of Policy Development

- Community Infrastructure Levy
- Supplementary Planning Guidance – Priorities for York

Council Plan Priorities relating to Economy and Place

Well-paid jobs in an inclusive economy

- 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

- Progress key developments such as the Community Stadium, York Central, Castle Gateway and Guildhall

Getting Around Sustainably

- 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
- Use digital technology to enhance transport systems
- Implement York's first Clean Air Zone and closely monitor air quality
- Deliver enhanced resident parking and pay-on-exit at CYC car parks
- Review potential to extend operation of Park & Ride sites
- Identify opportunities to make bus travel more convenient

A Greener Cleaner City

- Review of waste collection options