



## Notice of a public meeting of

### Economy, Place, Access and Transport Scrutiny Committee

- To:** Councillors K Taylor (Chair), Pearson (Vice-Chair),  
B Burton, J Burton, Fenton, Healey, Hook, Nelson,  
Steward and Whitcroft
- Date:** Tuesday, 24 October 2023
- Time:** 5.30 pm
- Venue:** The George Hudson Board Room - 1st Floor West  
Offices (F045)

## AGENDA

- 1. Declarations of Interest** (Pages 1 - 2)  
At this point in the meeting, Members and co-opted members are asked to declare any disclosable pecuniary interest, or other registerable interest, they might have in respect of business on this agenda, if they have not already done so in advance on the Register of Interests. The disclosure must include the nature of the interest.  
  
An interest must also be disclosed in the meeting when it becomes apparent to the member during the meeting.  
  
[Please see attached sheet for further guidance for Members]
- 2. Minutes** (Pages 3 - 6)  
To approve and sign the minutes of the Economy and Place Policy and Scrutiny Committee meeting held on 21 of March 2023 and the Economy, Place, Access, and Transport Policy and

Scrutiny Committee meeting on 26 September 2023 which are to follow the in an agenda supplement.

### 3. **Public Participation**

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the Committee.

**Please note that our registration deadlines are set as 2 working days before the meeting, in order to facilitate the management of public participation at our meetings. The deadline for registering at this meeting is 5:00pm on Friday 20 October 2023.**

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

#### Webcasting of Public Meetings

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

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

### 4. **2023/24 Finance and Performance Monitor 1** (Pages 7 - 30)

This report sets out the projected 2023/24 financial position and the performance position for the period covering 1 April 2023 to 30 June 2023, together with an overview of any emerging issues. This is the first report of the financial year and assesses performance against budgets, including progress in delivering the Council's savings programme.

**5. York's new Local Transport Strategy & Plan** (Pages 31 - 66)

This report contains details on:

- a) the proposed targets for York's Local Transport Strategy (Annex A)
- b) detailed policies in each of the Policy Focus Areas in the Transport Strategy (Annex B)
- c) Detailed proposals for consultation on the Local Transport Strategy (Annex C)
- d) York's Local Cycling and Walking Infrastructure Plan – which is in development (Annex D)
- e) York's Fourth Air Quality Management Action Plan (Annex E)

This information is presented to enable the Committee to refine the various plans and policies may be improved before they proceed to full consultation in November 2023, following an Executive Member Decision Session on 14 November 2023.

**6. Work Plan** (Pages 67 - 70)

Members are asked to consider the Committee's work plan for the 2023/24 municipal year.

**7. Urgent Business**

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

Democratic Services officer:

Name:

Robert Flintoft

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

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

Contact details are set out above.

**This information can be provided in your own language.**

我們也用您們的語言提供這個信息 (Cantonese)

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

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

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

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

 (01904) 551550

**Declarations of Interest – guidance for Members**

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

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

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

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City of York Council

Committee Minutes

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Meeting	Economy and Place Policy and Scrutiny Committee
Date	21 March 2023
Present	Councillors K Taylor (Chair), Daubeney (Vice-Chair), Cuthbertson, Hook, Kilbane, Pearson and D Taylor
In Attendance	Graham Collett (York Bus Forum Vice-Chair) Niall McFerran (York Bus Forum Secretary) Flick Williams (York Bus Forum Accessibility Officer) Cllr D'Agorne (Executive Member for Transport) Michael Howard (Head of Active and Sustainable Transport) James Gilchrist (Director of Transport, Environment and Planning)

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### **23. Declarations of Interest [17.34]**

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

### **24. Public Participation [17.35]**

It was reported that there had been no registrations to speak under the Councils Public Participation Scheme.

### **25. York Bus Service Improvement Plan [17.35]**

Members considered a report that set out the Governments development of National Bus Strategy and the Councils response of developing an Enhanced Partnership and then preparing a Bus Service Improvement Plan (BSIP) which secured £17.3 million pounds of funding for the cities bus services which was received in November 2022. The report also detailed the progress towards delivery, the primary focus of which had been on safeguarding current services.

In attendance at the meeting was the Executive Member for Transport and from York Bus Forum were Graham Collett (Vice-Chair), Niall McFerran

(Secretary) and Flick Williams (Accessibility Officer). The Executive Member was also in attendance, and the Head of Active and Sustainable Transport and Director of Transport, Environment and Planning were in attendance to present the report.

Niall McFerran welcomed the BSIP funding and suggested that it needed more detail and more of a plan. He noted that buses were crucial for York and provided a reduction in pollution and congestion on the city. He noted the importance of providing a reliable bus service and that too many people in the city wanted to catch a bus but couldn't as the buses were unreliable. He added that buses were of critical importance to the city.

Graham Collett noted that there should be a focus on supported services and an enhanced bus partnership. He explained that the council was supporting three bus services from the BSIP funding. He added that it was unclear who would run and what level of service there would be for the no12 bus route. He noted a number of cancellations with that route the previous Wednesday to Saturday and there had been other cancellations from the same operator. He asked why they could not implement conditions in the contract and scrutinise bus services. He asked if the enhanced partnership was fit to work if there was no user engagement.

Flick Williams noted that the Equalities Impact Assessment (EIA) did not meet the social model of disability. She suggested that cuts to bus services were inevitable and she asked if there was funding to enhance real time information and accessibility. Regarding the EIA she noted that some disabled and older people were still cautious of Covid. She noted that the last section of the EIA suggested that groups such as York Bus Forum were being held to do the 'heavy lifting'. She noted the need for clean, regular, reliable and accessible buses.

The Head of Active and Sustainable Transport outlined the report detailing the BSIP funding. With reference to the no 12, 13 and 4112 bus services, the Director of Transport, Environment and Planning noted that those services were not being supported at the expense of others and that there was flexibility in those contracts. The Head of Active and Sustainable Transport explained that returning people back to buses was important to the BSIP and the bus network had been stabilised. In relation to investment in real time bus screens he noted that they had been trialled in a number of areas. The Director of Transport, Environment and Planning added that bus priority measures were a priority of BSIP and the council was in the process of starting a period of procurement for bus services.

In response to questions, officers explained that:

- York "MADE" it was language used by the Department for Transport (DfT).



- The funding as detailed in paragraph 25 of the report.
- There was £1.35million funding for bus services.
- The base service for the no12 bus route was usage as calculated by the bus operator.
- There was £17.35million funding for the full term of the BSIP, some of which had been allocated and some to be rolled over to 2023/24 spend. Officers undertook to email Members information on the funding.
- In order to maintain and stabilise networks and address the shortage of drivers, providers were operating revised timetables.
- There had been a shortage of drivers and a reduction in use and patronage. The council was working with operators to return to more regular timetables, which was last normalised before Covid and was yet to return to pre Covid levels with an 85% return to usage at present.
- The council monitored lost milage, and where services were missed they would pick this up with providers.
- The hospital bus was a contract between the First Bus and the NHS.
- The council would work with operators on expanding the multi modal hubs and real time information screens.
- Regarding the suggestion that monitoring lost milage was not adequate, the council contracts with operators was based on lost milage and an enhanced partnership officer would be employed to work on that.
- The advice of the Monitoring Officer was that no stakeholders could be on the operational delivery group when the BSIP was presented to Executive in 2021. The Executive Member for Transport explained the consultation on the BSIP that had been undertaken.
- £1.29 million would buy 100 real time screens.
- Officers explained the governance of the enhanced partnership within legal frameworks.
- The Department of Transport (DfT) was looking at alternative funding for the end of government double support in June 2023.

[Cllr Hook left the meeting at 19.03]

- The works on Tadcaster Road were part of the TCF, not BSIP programme.
- Officers confirmed that the detail of the BSIP programme could be shared with Members.
- The reallocation of road space to bus space would be taken away by consultants to draw up proposals which would include consideration of cycling and walking. The identification of corridors was led by bus operators.
- The DfT bus reform team had visited York as part of the assessment for BSIP and the DfT would undertake benchmarking on it.

- The new electric buses had space for one wheelchair and one multi use space and this was decided by the operator.
- External consultants were leading on a city centre bus study.
- The Director of Transport, Environment and Planning undertook to check if the BSIP funding included mandatory training for bus staff.

[Cllr Pearson left the meeting at 19.27]

Resolved: That it be recommended that;

- i. The Executive Member and officers note the accuracy of real time information
- ii. The Executive Member and officers note the review of performance monitoring and mileages
- iii. The Executive Member request daily bus passenger information.

Reason: In order to improve bus services.

, Chair

[The meeting started at 5.30 pm and finished at 7.40 pm].



<b>Meeting:</b>	Economy, Place, Access and Transport Scrutiny Committee
<b>Meeting date:</b>	24/10/2023
<b>Report of:</b>	Patrick Looker Head of Service Finance
<b>Portfolio of</b>	Cllr. P. Kilbane – Deputy Leader of the Council and Executive Member for Economy and Transport Cllrs J. Kent and K Ravilious – Executive Members for Environment and Climate Change Cllr M. Pavlovic – Executive Member for Housing Planning and Safer Communities Cllr K. Lomas – Executive Member for Finance, Performance, Major Projects, Human Rights, Equality and Inclusion

## 2023/24 Finance and Performance Monitor 1

### Subject of Report

1. This report sets out the projected 2023/24 financial position and the performance position for the period covering 1 April 2023 to 30 June 2023, together with an overview of any emerging issues. This is the first report of the financial year and assesses performance against budgets, including progress in delivering the Council's savings programme.
2. This report outlines the Council's serious financial position with a forecast overspend for 2023/24 of £11.4m. This is a significant overspend that is of serious concern and it is very clear that the Council cannot afford to keep spending at this level. The general reserve is £6.9m and, whilst we have other earmarked reserves that we could call on if required, continued spending at this level would quickly see the Council exhaust its reserves.

3. Given the scale of the forecast overspend, immediate action is needed to bring spending down to an affordable level, both within the current financial year and over the next 4 years, to safeguard the Council's financial resilience and stability.
4. This report outlines the actions we need to take and identifies areas for further work. If we take immediate action and make these difficult decisions now, this will ensure the future financial stability of the Council and that we can continue to provide services for our residents. It is vital that the mitigations are delivered, and the forecast overspend is reduced.

## **Benefits and Challenges**

5. This report is mainly to note the latest financial projections and current performance. The main challenge is delivering on agreed savings whilst also identifying further reductions in expenditure. The main benefit of approving the recommendations will be the ongoing financial stability of the Council.

## **Policy Basis for Decision**

6. This report is mainly to note the latest financial projections and current performance. The ongoing financial resilience and stability of the Council will be essential to ensuring that Council priorities can continue to be achieved.

## **Financial Strategy Implications**

7. This report sets out the projected financial position and identifies a range of actions that are necessary in order to reduce expenditure, both within the current financial year and over the next 4 years to safeguard the Council's financial resilience and stability.

## **Recommendation and Reasons**

8. The Committee is asked to:
  - Note the finance and performance information.

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

## Background

### Financial Summary and Mitigation Strategy

9. The current forecast is that there will be an overspend of £11.4m. This is despite action being taken by managers across the Council to try and reduce expenditure. If the Council continues to spend at the current level, and no action is taken, then we will continue to overspend and will exhaust our reserves and any other available funding. The current level of expenditure is unaffordable and therefore we must take immediate action to reduce expenditure.
10. As outlined in reports to Executive throughout the previous financial year, we have continued to see recurring overspends across both Adult and Children's Social Care. However, the underspends and mitigations that have allowed us to balance the budget at year end have generally been one off. Whilst the use of reserves to fund an overspend is appropriate as a one-off measure, it does not remove the need to identify ongoing savings to ensure the overall position is balanced. The budget report considered by Executive in February 2023 also included an assessment of risks associated with the budget, which included the need to secure further savings and effectively manage cost pressures.
11. Members will be aware that the financial position of local government is a national challenge and that the pressures being seen across both Adult and Children's Social Care are not something that is unique to York. Many Councils are experiencing significant financial pressures and struggling to balance their budgets now, so it is vital that we take immediate action to reduce our expenditure down to a sustainable level both within the current financial year and over the medium term. Taking decisive action now will safeguard the Council's financial resilience and stability and prevent York being in a position where it is unable to balance its budget in future years. This means that, in addition to the actions proposed in this report, there will be a need to continue to identify further mitigations and savings for future years.
12. A series of mitigations and cost control measures are already in place to reduce the forecast overspend but further measures need to be implemented. Given the scale of the financial challenge, and the expected impact on budgets in future years, it is vital that every effort is made to balance the overall position. It is recognised that this will

require difficult decisions to be made to protect services for vulnerable residents.

13. Corporate control measures are being implemented but they will not deliver the scale of reduction needed within the year. Other savings proposals, including service reductions, will also be needed.
14. The following measures will therefore be implemented with immediate effect.
  - Increase car parking charges by 10p per hour as outlined in paragraphs 81 to 82.
  - A freeze on recruitment, agency, and overtime wherever possible and safe to do so. Some exceptions are in place for waste, social care, income generating posts and health and safety matters. This will impact on service delivery in a variety of ways, depending on where the vacancies arise. Corporate Directors will monitor the position in their own directorates and highlight any risks as appropriate.
  - Introduce an officer procurement challenge panel to review all procurements, ensuring that they look to reduce costs and review service levels with an expectation that savings are delivered from contracts. This will include not reprocurring non statutory contracts where it is considered possible and safe to do so.
  - Identify alternative funding sources for the remaining one off items, totalling £650k, that are due to be funded from the Venture Fund and Business Rates Pool to allow this funding to instead offset the forecast overspend.
15. Further work will also be done to consider whether savings can be realised from a range of other areas. This work will start now, and any options considered in a future report to Executive or an Executive Member Decision Session as appropriate.
  - Explore the potential for generating income through provision of some non-statutory services such as green waste collection.
  - Review the current capital programme to identify any schemes that can be delayed so that we can also defer borrowing costs to generate a revenue saving in year. This review will also consider whether schemes not yet started should progress and will include a review of ICT expenditure to identify any work that can be reduced or delayed.

- Consider a reduction in expenditure on highways maintenance.
- Consider further reductions in ward funding.
- Review all grant payments to Community & Voluntary sector to identify any areas that could be reduced.
- Review all fees and charges to identify where in year increases could be implemented.
- Review a range of existing contracts and service levels to identify any that can be reduced.

16. Garden waste collection and disposal is a non-statutory service that Councils can charge for and, whilst the service is valued by residents who produce green waste, it is not essential. Green waste collection in York is not universal, many homes do not receive the service. There is an opportunity, taken by many Councils, to introduce a charge for the service. There is the free option, available to all residents who produce green waste from their gardens to home compost. Compost can be re used on the garden which is also the most sustainable use of organic material in the home. As part of this work the Council will explore how those who do not subscribe to a green waste collection can be supported to compost more at home.
17. It is therefore recommended that the Council explores the potential to introduce a green waste charging in a similar scheme to the one that now covers the whole of North Yorkshire. The service in North Yorkshire currently costs £43.50 per annum for a fortnightly collection. Should York introduce such a charge, revenues of between £720k and £1.5m per annum could be raised depending on the level of take up of the service (assumes 25%-55%). There would also be potential operational savings should take up be at the lower level of the range. A future report to Executive will detail plans, costs, and potential income to inform budget planning for the 2023/24 financial year.
18. Alongside these actions, officers will continue to carefully monitor spend, identify further mitigation, and review reserves and other funding to make every effort to reduce this forecast position. However, it is possible that it will not be reduced to the point that the outturn will be within the approved budget. The Council has £6.9m of general reserves that would need to be called on if this were the case. As outlined in previous reports, any use of the general reserve would require additional savings to be made in the following year to

replenish the reserve and ensure it remains at the recommended minimum level.

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

### Financial Analysis

20. The Council's net budget is £141m. Following on from previous years, the challenge of delivering savings continues with c£6m to be achieved to reach a balanced budget. Early forecasts indicate the Council is facing net financial pressures of £11m and an overview of this forecast, on a directorate by directorate basis, is outlined in Table 1 below.

Service area	Net budget	2022/23 Gross Forecast Variation	Mitigation	2022/23 Revised Forecast Variation after mitigation
	£'000	£'000	£'000	£'000
Children & Education	25,083	5,074	-500	4,574
Adult Social Care & Integration	45,329	6,835	-3,000	3,835
Place	22,605	-1,118	-140	-1,258
Customers & Communities, Public Health & Corporate Services	26,437	1,601	-1,000	601
Central budgets	22,670	-1,000		-1,000
Sub Total		11,392	-4,640	6,752
Contingency	-500		-500	-500
Use of earmarked reserves			-4,250	-4,250
Target for further mitigation			-2,002	-2,002
Total including contingency	141,624	11,392	11,392	nil

Table 1: Finance overview



## Directorate Analysis

### Place

21. The forecast directorate outturn position is an underspend totalling £1,118k and the table below summarises the latest forecasts by service area.

	2023/24 Budget £'000	Forecast Outturn Variance £'000	Forecast Outturn Variance %
Transport	6,670	-166	-2
Fleet	-237	0	0
Highways	4,633	325	7
Parking Services	-6,728	-1,108	16
Waste	15,155	-1,076	-7
Public Realm	3,298	0	0
Emergency Planning	115	0	0
Planning Services	-134	380	-284
Forward Planning	421	0	0
Public Protection	766	5	1
Community Safety	688	0	0
Asset and Property Management	624	-90	-14
Facilities Management	1,293	552	43
Commercial Property	-4,336	0	0
Regen & Economic Development	406	0	0
Housing Services	-475	60	-13
Management and Support	446	0	0
<b>Place total</b>	<b>22,605</b>	<b>-1,118</b>	<b>-5</b>

<b>Mitigations to reduce forecast overspend</b>	
Increase parking charges by 10p	-70
Reduce use of agency to cover sickness absence in public realm	-60
Do not undertake any winter bedding activity	-10
<b>Revised forecast</b>	<b>-1,258</b>

22. The primary reason for the underspend is continued strong performance from income particularly relating to parking. There are also underspends across waste from recycle sales and lower than forecast waste tonnages. Offsetting these costs are the continued higher than budgeted utility costs across street lighting and Council offices.
23. Car park income to 30th June has remained strong across the city at being £158k (8%) ahead of income to the corresponding date in 2022/23 and £442k (27%) ahead of budget. It is not assumed that this increase will continue throughout the year however it is not unreasonable to assume that income will continue to be above budget. A current assumption of £1.2m ahead of budget is assumed in this forecast. That is offset by additional processing costs and costs across parking services. Income levels are monitored on monthly basis and the forecast will be updated regularly throughout the year.
24. There is a forecast underspend of (£1,076k) across waste disposal and collection. This is from a combination of additional recycling income due to higher than budgeted commodity prices. Income levels are forecast at £350k above budget which, although lower than 2022/23, is higher than budgeted.
25. Across Waste Collection operational costs are estimated at £300k below budget as vehicle repairs and hire are below budget as the fleet is relatively new. Residual waste tonnages across York and North Yorkshire are also lower than forecast which allows capacity within Allerton Park (£200k) to be filled with commercial waste from Yorwaste, providing additional income.

26. Early monitoring indicates a forecast shortfall in planning fees of £300k. This will be monitored closely, and the profile of planning income will be reviewed in light of the impact of the Local Plan.
27. The budget for facilities management assumes full occupation of external partners at West Offices. There remains a void on floor two whilst let is still subject to final completion. This has led to a forecast shortfall of £380k.
28. The energy budgets across Place were increased in 2023/24 to reflect the large increases in gas and electricity prices that occurred in 2022/23. There have however been a further 30% increase in electricity prices in 2023/24 which have led to forecast overspends in Highways (£325k) and Facilities management £175k.
29. The overall directorate forecast assumes that several income budgets, including commercial property and licensing, will outturn on budget. These will require monitoring throughout the year as there are potential pressures across services.
30. Recognising the Council wide forecast position, further mitigation has been identified.
31. As stated in the report there remains strong demand for parking across the city with income levels currently 10% above 2022/23 levels and over 22% above budget. Members could consider further increases in longer stay parking from November 2023 (which would link in with the St Nick's Fayre and run up to Christmas).
32. There are a number of options available to Members should they wish to see an increase in charges, and these can be broadly considered as
  - A flat increase – an increase of 10p or 20p could be added to all hourly charge rates which would increase revenues across the parking estate
  - An increase in the all day rate (over 5 hours) which is currently £16 at standard stay car parks (Marygate, Union Terrace, Monk Bar and St George's Field). This charge is relatively cheap when compared to other cities and alternative providers in the city. Members could increase this to £18/ day or £20 per day
33. The estimated net revenues that could be raised from such increases if demand remains strong and price elasticity is relatively low could be

as follows and would in effect reduce the Council spend on transport services.

	Part Year £'000	Full Year £'000
10p Increase	60	145
£18 All day	20	50
Cost of increase	-10	
	70	195
20p Increase	110	265
£20 All Day	40	100
Cost of increase	-10	
	140	365

34. It is also recommended that across public realm the service ceases covering sickness and absence with agency staff. Members are asked to note that service levels will fall and the time to remove leaves and fly tipping and overflowing bins will at times be beyond Service Level Agreement levels. It is anticipated that this could save up to £60k over the remainder of the year. There is a further option in public realm to not undertake any winter bedding activity which could save up to £10k in the service budget.

### **Performance – Service Delivery**

35. This interim performance report is based upon the strategic indicators included in the Performance Framework for the Council Plan (2019-2023) which was launched in late 2019. Following local elections in May 2023, a new Council Plan (2023-2027) is going through the formal approval stage and for the Q2 2023-24 Finance and Performance Monitor, there will be a new Performance Framework

based on the new Council Plan and therefore a new suite of strategic indicators.

36. The Executive for the Council Plan (2019-23) agreed a core set of strategic indicators to help monitor the Council priorities and these provide the structure for performance updates in this report. Some indicators are not measured on a quarterly basis and the DoT (Direction of Travel) is calculated on the latest three results whether they are annual or quarterly.
37. Performance items around the Council plan topics “Well paid jobs and an inclusive economy”, “Getting around sustainably” and “A Greener and Cleaner City” are reported below, as historically other topics in the Council plan are reported to the other various scrutiny setups.

Well paid jobs and an inclusive economy						
	Previous Data	Latest Data	DoT	Frequency	Benchmarks	Data Next Available
Business Rates - Rateable Value	£252,801,976 (2022/23)	£243,494,496 (Q1 2023/24)	➡	Monthly	Not available	Q2 2023/24 data available in October 2023
Median earnings of residents - Gross Weekly Pay (£)	£597.90 (2021/22)	£609.20 (2022/23)	➡	Annual	National Data 2022/23: £642.20 Regional Data 2022/23: £594.10	2023/24 data available in November 2023
% of working age population qualified - to at least L2 and above	83.6% (2020/21)	87.9% (2021/22)	↑ Good	Annual	National Data 2021/22: 78.20%	2022/23 data available in October 2023
% of working age population qualified - to at least L4 and above	46.4% (2020/21)	59.3% (2021/22)	↑ Good	Annual	National Data 2021/22: 43.50% Regional Data 2021/22: 38.0%	2022/23 data available in October 2023
% of vacant city centre shops	8.50% (2022/23)	7.73% (Q1 2023/24)	➡	Monthly	National Data 2021/22 14.40%	Q2 2023/24 data available in October 2023
GVA per head (£)	27,572 (2020/21)	30,684 (2021/22)	➡	Annual	Regional Rank 2021/22: 2	2022/23 data available in May 2024
% of working age population in employment (16-64)	81.80% (2021/22)	83.60% (2022/23)	↑ Good	Quarterly	National Data Q3 2022/23 75.60%	Q1 2023/24 data available in November 2023

The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly.  
All historic data is available via the Open Data Platform

Getting around sustainably						
	Previous Data	Latest Data	DoT	Frequency	Benchmarks	Data Next Available
P&R Passenger Journeys	2m (YTD Dec 21)	2.4m (Prov) (YTD Dec 22)	↑ Good	Quarterly	Not available	Q4 2022/23 data available in September 2023
Local bus passenger journeys originating in the authority area (excluding P&R)	5.54m (YTD Dec 22)	7.26m (Prov) (YTD Dec 22)	↑ Good	Quarterly	Not available	Q4 2022/23 data available in September 2023
% of road and pathway network that are grade 4 (poor) or grade 5 (very poor) - roadways	22% (2020/21)	22% (2021/22)	→	Annual	Not available	2022/23 data available in 2023
% of road and pathway network that are grade 4 (poor) or grade 5 (very poor) - pathways	3% (2020/21)	4% (2021/22)	→	Annual	Not available	2022/23 data available in 2023
Area Wide Traffic Levels (07:00 - 19:00) (Excluding A64) from 2009/10 baseline (2.07m)	1.77m (2019/20)	1.34m (2020/21)	→	Annual	Not available	2021/22 data available in late 2023
Index of cycling activity (12 hour) from 2009 Baseline (31,587)	114.00% (2020)	101.00% (2021)	↓ Bad	Annual	Not available	2022 data available in late 2023
Index of pedestrians walking to and from the City Centre (12 hour in and out combined) from 2009/10 Baseline (37,278)	104.00% (2021/22)	123.00% (2022/23)	→	Annual	Not available	2023/24 data available in June 2024
% of customers arriving at York Station by sustainable modes of transport (cycling, walking, taxi or bus - excluding cars, Lift, Motorcycle, Train)	71.90% (2019)	79.40% (2021)	→	Annual	Not available	2022 data available in late 2023
The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly. All historic data is available via the Open Data Platform						

A Greener and Cleaner City						
	Previous Data	Latest Data	DoT	Frequency	Benchmarks	Data Next Available
Incidents - Flytipping /Cleansing(includes dog fouling,litter)/Graffiti - On Public/Private Land	2,368 (2022/23) (Flytipping)	715 (Q1 2023/24) (Flytipping)	→	Monthly	Not available	Q2 2023/24 data available in October 2023
	2,307 (2022/23) Cleansing	586 (Q1 2023/24) Cleansing	→	Monthly	Not available	Q2 2023/24 data available in October 2023
	856 (2022/23) Graffiti	165 (Q1 2023/24) Graffiti	→	Monthly	Not available	Q2 2023/24 data available in October 2023
The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly. All historic data is available via the Open Data Platform						

38. A summary of the strategic indicators that have an improving direction of travel based on the latest, new, available data are shown below.

- **% of working age population in employment (16-64)** – In Q3 2022-23, 85.5% of the working age population were in employment, which is higher than the national and regional figures (75.6% and 74.6% respectively) and the York performance gives the city a ranking of first regionally. The figure for Q3 2022-23 in York is higher than seen in previous years.

## Contact details

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# Scrutiny - Economy, Place, Access and Transport 2023/2024

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			Previous Years			2023/2024							
			2020/2021	2021/2022	2022/2023	Q1	Q2	Q3	Q4	Target	Polarity	DOT	
01. Benefits	CJGE06	JSA Claimants: % of Working Age Population (16-64)	Monthly	0.30%	0.10%	0.10%	0.10%	-	-	-	-	Up is Bad	◀▶ Neutral
		Benchmark - National Data	Monthly	0.70%	0.30%	0.20%	0.20%	-	-	-	-		
		Benchmark - Regional Data	Monthly	0.70%	0.30%	0.30%	0.20%	-	-	-	-		
		Regional Rank (Rank out of 15)	Monthly	1	1	1	1	-	-	-	-		
	CJGE130	Universal Credit: Claimants	Monthly	13,187	11,103	11,524	11,697	-	-	-	-	Up is Bad	◀▶ Neutral
	CJGE151	JSA and UC (Out of Work) % of working age population (16 - 64)	Monthly	3.50%	2.00%	1.70%	1.70%	-	-	-	-	Up is Bad	◀▶ Neutral
		Benchmark - National Data	Monthly	6.50%	4.20%	3.80%	3.70%	-	-	-	-		
		Benchmark - Regional Data	Monthly	6.70%	4.50%	4.20%	4.00%	-	-	-	-		
		Regional Rank (Rank out of 15)	Monthly	1	1	1	1	-	-	-	-		
	02. Employment	CJGE03	York's unemployment rate below the national (%pt) - (Snapshot)	Quarterly	1.40%	1.50%	1.60%	-	-	-	-	-	Up is Good
CJGE05		% of Part time employees	Quarterly	27.20%	23.00%	29.30%	-	-	-	-	-	Up is Bad	◀▶ Neutral
		Benchmark - National Data	Quarterly	23.30%	23.20%	23.60%	-	-	-	-	-		
		Benchmark - Regional Data	Quarterly	23.30%	24.50%	25.90%	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Quarterly	13	4	12	-	-	-	-	-		
CJGE17		% of working age population qualified - No qualifications	Annual	5.30%	3.70%	(Avail Oct 2023)	-	-	-	-	-	Up is Bad	◀▶ Neutral
		Benchmark - National Data	Annual	6.40%	6.60%	(Avail Oct 2023)	-	-	-	-	-		
		Benchmark - Regional Data	Annual	7.00%	7.80%	(Avail Oct 2023)	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	8	1	(Avail Oct 2023)	-	-	-	-	-		
CJGE18		% of working age population qualified - to at least L2 and above*	Annual	83.60%	87.90%	(Avail Aug 2023)	-	-	-	-	-	Up is Good	▲ Green
	Benchmark - National Data	Annual	78.20%	78.20%	(Avail Aug 2023)	-	-	-	-	-			
	Benchmark - Regional Data	Annual	75.90%	76.40%	(Avail Aug 2023)	-	-	-	-	-			



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			2020/2021	2021/2022	2022/2023	Q1	Q2	Q3	Q4	Target	Polarity	DOT	
1 and Skills		Regional Rank (Rank out of 15)	Annual	3	1	(Avail Aug 2023)	-	-	-	-	-		
	CJGE20	% of working age population qualified - to at least L4 and above*	Annual	46.40%	59.30%	(Avail Aug 2023)	-	-	-	-	-	Up is Good	▲ Green
		Benchmark - National Data	Annual	43.10%	43.50%	(Avail Aug 2023)	-	-	-	-	-		
		Benchmark - Regional Data	Annual	37.30%	38.00%	(Avail Aug 2023)	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	5	1	(Avail Aug 2023)	-	-	-	-	-		
	CJGE71	Employment Rate (%) (Male)	Quarterly	79.20%	85.90%	85.10%	-	-	-	-	-	Up is Good	◄► Neutral
		Regional Rank (Rank out of 15)	Quarterly	6	1	2	-	-	-	-	-		
	CJGE72	Employment Rate (%) (Female)	Quarterly	73.90%	77.80%	80.70%	-	-	-	-	-	Up is Good	▲ Green
		Regional Rank (Rank out of 15)	Quarterly	2	1	1	-	-	-	-	-		
	emp1	% of working age population in employment (16-64)	Quarterly	76.60%	81.80%	83.60%	-	-	-	-	-	Up is Good	▲ Green
Regional Rank (Rank out of 15)		Quarterly	3	1	1	-	-	-	-	-			
03. Business	BLW01	% of Total Employees working for an Accredited Living Wage employer	Annual	4.70%	14.50%	16.00%	-	-	-	-	-	Neutral	◄► Neutral
	CJGE23	% of vacant shops - City Centre	Monthly	8.89%	8.49%	8.50%	7.73%	-	-	-	-	Up is Bad	◄► Neutral
		Benchmark - National Data (Local Data Company)	Annual	13.70%	14.40%	13.80%	-	-	-	-	-		
	CJGE29	Business Deaths	Annual	640	725	(Avail Oct 2023)	-	-	-	-	-	Up is Bad	◄► Neutral
		Regional Rank (Rank out of 15)	Annual	13	12	(Avail Oct 2023)	-	-	-	-	-		
	CJGE32	Business Startups - (YTD)	Monthly	917	746	870	237	-	-	-	-	Up is Good	▲ Green
	CJGE33	GVA per head (balanced calculations) (£)	Annual	27,572	30,684	(Avail Apr 2024)	-	-	-	-	-	Up is Good	◄► Neutral
		Regional Rank (Rank out of 12)	Annual	2	2	(Avail Apr 2024)	-	-	-	-	-		
	CJGE34	Total GVA (balanced calculations) (£ billion)	Annual	5.82	6.19	(Avail Apr 2024)	-	-	-	-	-	Up is Good	◄► Neutral



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		Collection Frequency	2020/2021	2021/2022	2022/2023	Q1	Q2	Q3	Q4	Target			
		Regional Rank (Rank out of 11)	Annual	10	10	(Avail Apr 2024)	-	-	-	-	-		
	GWC01	% of Total Employees working for an Accredited Good Business Charter employer	Annual	0.00%	12.10%	13.40%	-	-	-	-	-	Neutral	◄► Neutral
	NBB01	Survival of Newly Born Businesses post 1 year	Annual	97.30%	94.00%	(Due 2023)	-	-	-	-	-	Up is Good	◄► Neutral
		Benchmark: Post 2 years	Annual	83.50%	(Due 2023)	(Due 2024)	-	-	-	-	-	Neutral	◄► Neutral
		Benchmark: Post 3 years	Annual	(Due 2023)	(Due 2024)	(Due 2025)	-	-	-	-	-	Neutral	◄► Neutral
TOU14	Parliament Street Footfall	Monthly	3,876,800	6,955,548	6,869,593	1,848,762	-	-	-	-	Up is Good	◄► Neutral	
04. Earnings	CJGE14	Median earnings of residents - Gross Weekly Pay (£)	Annual	£572.6	£597.9	£609.2	-	-	-	-	-	Up is Good	◄► Neutral
		Benchmark - National Data	Annual	£587.1	£613.1	£642.2	-	-	-	-	-		
		Benchmark - Regional Data	Annual	£540.4	£568.5	£594.1	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	4	1	1	-	-	-	-	-		
	CJGE16	Earnings gap between the 25 percentile and the median (£) (York)	Annual	£165.2	£165.3	£148.6	-	-	-	-	-	Up is Bad	◄► Neutral
	CJGE68	Median earnings of residents - Gross Weekly Pay (£) - Gender Pay Gap	Annual	£54	£146.6	£60	-	-	-	-	-	Up is Bad	▼ Green
		Benchmark - National Data	Annual	£78.9	£96.2	£103	-	-	-	-	-		
		Benchmark - Regional Data	Annual	£82	£103	£114.5	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	8	11	1	-	-	-	-	-		
05. Resic	RTA01	The % of York residents reporting 'good' or 'excellent' experience with Council (Baseline Q3 Talkabout)	Quarterly	NC	NC	NC	NC	-	-	-	-	Up is Good	◄► Neutral
	RTA02	The % of York residents reporting 'poor' or 'satisfactory' experience with Council (Baseline Q3 Talkabout)	Quarterly	NC	NC	NC	NC	-	-	-	-	Up is Bad	◄► Neutral
	TAP01	% of Talkabout panel satisfied with their local area as a place to live	Quarterly	84.90%	84.38%	82.18%	81.44%	-	-	-	-	Up is Good	◄► Neutral
		Benchmark - Community Life Survey	Annual	79.10%	76.00%	(Due 2024)	-	-	-	-	-		
		Benchmark - LG Inform	Quarterly	82.00%	80.00%	79.00%	80.00%	-	-	-	-		



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			2020/2021	2021/2022	2022/2023	Q1	Q2	Q3	Q4	Target	Polarity	DOT	
Sent Surveys		% of Talkabout panel dissatisfied with their local area as a place to live	Quarterly	7.67%	9.74%	10.64%	14.43%	-	-	-	-	Up is Bad	▲ Red
	TAP30	% of Talkabout panel who think that the council are doing well at improving green spaces	Quarterly	44.31%	43.26%	38.30%	38.33%	-	-	-	-	Up is Good	◀▶ Neutral
		% of Talkabout panel who think that the council are not doing well at improving green spaces	Quarterly	31.93%	41.25%	45.74%	47.55%	-	-	-	-	Up is Bad	▲ Red
	TAP32	% of panel who think that the council and partners are doing well at improving the quality of streets/public spaces	Quarterly	48.26%	36.53%	31.56%	28.21%	-	-	-	-	Up is Good	▼ Red
	TAP32	% of panel who think that the council and partners are not doing well at improving the quality of streets/public spaces	Quarterly	38.06%	56.29%	59.42%	66.10%	-	-	-	-	Up is Bad	▲ Red
06. Housing and Planning	CES13	New Homes Built on Previously Developed Land (%)	Quarterly	81.96%	60.14%	76.72%	-	-	-	-	-	Up is Good	◀▶ Neutral
		Homes Provided on Greenfield Land (Gross)	Quarterly	116	167	115	-	-	-	-	-	Neutral	◀▶ Neutral
		Homes Provided on Brownfield Land (Gross)	Quarterly	527	252	379	-	-	-	-	-	Neutral	◀▶ Neutral
	CES905	% of major planning applications determined within 13 Weeks (NPI157a National Measure)	Quarterly	100.00%	100.00%	100.00%	-	-	-	-	-	Up is Good	◀▶ Neutral
		Benchmark - National Data	Quarterly	88.00%	86.00%	88.00%	-	-	-	-	-		
		Benchmark - Regional Data	Quarterly	89.00%	84.00%	93.00%	-	-	-	-	-		
	CES910	% of non-major planning applications determined within 8 Weeks (NPI157b National Measure)	Quarterly	96.00%	93.00%	88.00%	-	-	-	-	-	Up is Good	▼ Red
		Benchmark - National Data	Quarterly	84.00%	80.00%	86.00%	-	-	-	-	-		
		Benchmark - Regional Data	Quarterly	84.00%	80.00%	88.00%	-	-	-	-	-		
	CJGE121a	Average House Price	Monthly	£274,112	£306,919	£327,184	£324,313	-	-	-	-	Neutral	◀▶ Neutral
		Benchmark - National Data	Monthly	£269,626	£292,523	£299,313	£301,350	-	-	-	-		
		Benchmark - Regional Data	Monthly	£188,575	£199,607	£203,635	£208,867	-	-	-	-		
		Regional Rank (Rank out of 15)	Monthly	1	1	1	1	-	-	-	-		
		Housing affordability (median house prices to earnings ratio)	Annual	8.5	8.85	(Avail Oct 2023)	-	-	-	-	Up is Bad	◀▶ Neutral	



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		Collection Frequency	2020/2021	2021/2022	2022/2023	Q1	Q2	Q3	Q4	Target			
	CJGE171	Benchmark - National Data	Annual	5.02	8.92	(Avail Oct 2023)	-	-	-	-	-		
		Regional Rank (Rank out of 14)	Annual	14	14	(Avail Oct 2023)	-	-	-	-	-		
	HM01	Gross Additional Homes Provided	Quarterly	643	419	494	-	-	-	-	-	Up is Good	◀▶ Neutral
	HM03	Net Additional Homes Provided	Quarterly	622	402	459	-	-	-	-	-	Up is Good	◀▶ Neutral
	HM07	Net Housing Consents	Quarterly	1,133	327	1,559	-	-	-	-	-	Up is Good	▲ Green
07. Public Protection	PP04	% of customers who were satisfied with the overall level of service provided	Annual	86.20%	NC	-	-	-	-	-	-	Up is Good	◀▶ Neutral
	PP06	% of food premises that are classified as broadly compliant - (YTD)	Quarterly	89.20%	86.00%	89.50%	92.00%	-	-	-	-	Up is Good	▲ Green
08. Transport	CAN029	% of ultra-low emission vehicles in CYC Fleet, operating in York (Electric and Hybrid)	Quarterly	5.80%	1.66%	27.73%	23.00%	-	-	-	-	Up is Good	◀▶ Neutral
	CAN029i	% of ultra-low emission Licensed Taxis operating in York (Electric and Hybrid)	Quarterly	25.00%	30.60%	34.40%	34.40%	-	-	-	-	Up is Good	◀▶ Neutral
	CAN029ii	% of ultra-low emission Buses (ULEB) operating in York (Electric and Hybrid) - (low emission Buses before 2022/23)	Quarterly	90.00%	90.00%	40.00%	40.00%	-	-	-	-	Up is Good	◀▶ Neutral
	CAN37	% of low emission vehicles in CYC Fleet, operating in York (Electric, Hybrid and Euro 6)	Quarterly	NA	30.00%	47.05%	48.00%	-	-	-	-	Up is Good	▲ Green
	CAN026	The number of CYC electric vehicle recharging points in York (updated definition Q4 21/22 to CYC points only)	Quarterly	102	62	110	110	-	-	-	-	Up is Good	◀▶ Neutral
	CAN031	P&R Passenger Journeys - (LI 3 b) - (2009 baseline: 3,941,852)	Monthly	0.74m	2.59m	2.39m (incomplete Prov)	NC	-	-	-	-	Up is Good	◀▶ Neutral
	CAN032	Local bus passenger journeys originating in the authority area (excluding P&R) (LI 3 a) - (2009 baseline: 10,832,614)	Monthly	3.07m	7.82m	7.26m (incomplete Prov)	NC	-	-	-	-	Up is Good	◀▶ Neutral
	CES14	Reported number of PEOPLE killed in road traffic accidents (Calendar Year) (LI 13a)	Monthly	3 (2020)	5 (2021)	4 (Prov 2022)	-	-	-	-	-	Up is Bad	◀▶ Neutral
	CES14i	Reported number of PEOPLE killed or seriously injured (KSI) in road traffic accidents (Calendar Year) (LI 13a (i))	Monthly	43 (2020)	44 (2021)	41 (Prov 2022)	-	-	-	-	-	Up is Bad	◀▶ Neutral
	CES16	Reported number of PEOPLE slightly injured in road traffic accidents (Calendar Year) (LI 13c)	Monthly	284 (2020)	315 (2021)	333 (Prov 2022)	-	-	-	-	-	Up is Bad	▲ Red



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		Collection Frequency	2020/2021	2021/2022	2022/2023	Q1	Q2	Q3	Q4	Target			
	CES17	Reported number of CHILDREN (0-15) killed in road traffic accidents (Calendar Year) (LI 13b)	Monthly	0 (2020)	0 (2021)	0 (Prov 2022)	-	-	-	-	-	Up is Bad	▼ Green
	CES28	Index of cycling activity (%) (12 hour) from 2009 Baseline (31,587) (Calendar Year) (LI 2c(ii))	Annual	114.00% (2020)	101.00% (2021)	NC (Due Dec 2023)	-	-	-	-	-	Up is Good	▼ Red
	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	103.00%	104.00%	123.00%	-	-	-	-	-	Up is Good	◄► Neutral
	CES34	% of customers arriving at York Station by sustainable modes of transport (cycling, walking, taxi or bus - excluding cars, Lift, Motorcycle, Train) (LI 4a) - (Calendar Year)	Annual	NC (2020)	79.40% (2021)	NC (Due 2023)	-	-	-	-	-	Up is Good	◄► Neutral
	TSS08B	% of tenants who say car parking is not a problem in their neighbourhood	Annual	38.70%	38.97%	40.10%	-	-	-	-	-	Up is Good	◄► Neutral
	YCC036	Customer Centre Tickets issued - Parking	Monthly	0	427	508	89	-	-	-	-	Neutral	◄► Neutral
	YCC107	YCC Number of calls offered - Parking	Weekly	14,605	27,338	20,911	3,974	-	-	-	-	Neutral	◄► Neutral
09. Waste	CES36	Household waste sent for reuse, recycling or composting (%) (DEFRA)	Quarterly	44.13%	43.17%	41.26% (Prov)	-	-	-	-	-	Up is Good	▼ Red
		Household waste recycled / composted: Benchmark - National Data	Annual	42.30%	42.50%	(Avail Nov 2023)	-	-	-	-	-		
		Household waste recycled / composted: Benchmark - Regional Data	Annual	42.00%	42.30%	(Avail Nov 2023)	-	-	-	-	-		
		Household waste recycled / composted: Regional Rank (Rank out of 15)	Annual	6	10	(Avail Nov 2023)	-	-	-	-	-		
	CES36a	Household waste sent for reuse, recycling or composting per household (kg/household) (DEFRA)	Quarterly	392.32kg	389.22kg	353.62kg (Prov)	-	-	-	-	-	Up is Good	◄► Neutral
		Benchmark - National Data	Quarterly	474.07kg	465.53kg	(Avail Nov 2023)	-	-	-	-	-		
	CES46	Missed refuse collections - Number of issues reported	Monthly	1,730	2,455	1,868	560	-	-	-	-	Up is Bad	◄► Neutral
	CES48	Missed refuse collections - Number of issues per 100,000 collections - (YTD)	Monthly	33.17 (est.)	52	39.6	47.7	-	-	-	-	Up is Bad	▲ Red
	CES49	Missed refuse collections - Number of issues dealt with	Monthly	337	2,433	1,865	560	-	-	-	-	Neutral	◄► Neutral



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	CES76	Total tonnes of waste used for energy recovery	Quarterly	41,352.32	43,717.96	43,546.73	-	-	-	-	-	Up is Good	◀▶ Neutral
10. Public Realm	CSPEC6	GRAFFITI - Number of issues reported	Monthly	479	452	856	165	-	-	-	-	Neutral	◀▶ Neutral
	CSPEC4	VEGETATION - Number of issues reported (includes weeds and overgrown hedges)	Monthly	1,652	1,993	2,112	1,000	-	-	-	-	Neutral	◀▶ Neutral
		VEGETATION - Number of issues reported (includes weeds and overgrown hedges) - (Rolling 12 months)	Monthly	1,652	1,997	2,116	2,291	-	-	-	-	Up is Bad	▲ Red
	CSPEC7	LITTER BINS - Number of issues reported	Monthly	313	165	151	56	-	-	-	-	Neutral	◀▶ Neutral
	CSPEC8	DOG BINS - Number of issues reported	Monthly	241	52	36	14	-	-	-	-	Neutral	◀▶ Neutral
	YCC227	STREET CLEANING - Number of issues reported	Monthly	1,990	2,150	2,307	586	-	-	-	-	Neutral	◀▶ Neutral
	SLA04	STREET CLEANING - % of standard cleansing cases resolved within SLA (3 days) - (YTD)	Monthly	72.70%	67.70%	65.20%	52.30%	-	-	-	-	Up is Good	▼ Red
11. Highways	CES03	% of ROAD and pathway network that are grade 4 and below (poor and below) - Roadways	Annual	22.00%	22.00%	-	-	-	-	-	-	Up is Bad	◀▶ Neutral
	CES04	% of road and PATHWAY network that are grade 4 and below (poor and below) - Pathways	Annual	3.00%	4.00%	-	-	-	-	-	-	Up is Bad	◀▶ Neutral
	CES05	% of Principal roads where maintenance should be considered (NI 168)	Annual	11.00%	11.00%	-	-	-	-	-	-	Up is Bad	◀▶ Neutral
		Benchmark - National Data	Annual	4.00%	4.00%	(Avail Dec 2023)	-	-	-	-	-		
		Benchmark - Regional Data	Annual	3.00%	3.00%	(Avail Dec 2023)	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	N/C	N/C	(Avail Dec 2023)	-	-	-	-	-		
	CES06	% of Non-principal classified roads where maintenance should be considered (NI 169)	Annual	20.00%	23.00%	-	-	-	-	-	-	Up is Bad	◀▶ Neutral
		Benchmark - National Data	Annual	6.00%	6.00%	(Avail Dec 2023)	-	-	-	-	-		
		Benchmark - Regional Data	Annual	4.00%	3.00%	(Avail Dec 2023)	-	-	-	-	-		
		Regional Rank (Rank out of 15)	Annual	N/C	N/C	(Avail Dec 2023)	-	-	-	-	-		
	% of Unclassified roads where maintenance should be considered (old BV224b)	Annual	24.00%	24.00%	-	-	-	-	-	-	Up is Bad	◀▶ Neutral	



# Scrutiny - Economy, Place, Access and Transport 2023/2024

No of Indicators = 78 | Direction of Travel (DoT) shows the trend of how an indicator is performing against its Polarity over time.

Produced by the Business Intelligence Hub September 2023

			Previous Years			2023/2024							
		Collection Frequency	2020/2021	2021/2022	2022/2023	Q1	Q2	Q3	Q4	Target	Polarity	DOT	
CES07	Benchmark - National Data		Annual	17.00%	15.00%	(Avail Dec 2023)	-	-	-	-	-		
	Benchmark - Regional Data		Annual	18.00%	17.00%	(Avail Dec 2023)	-	-	-	-	-		
	Regional Rank (Rank out of 15)		Annual	N/C	N/C	(Avail Dec 2023)	-	-	-	-	-		
CES100	Area Wide Traffic Levels (07:00 -19:00) (Excluding A64) from 2009/10 baseline (2.07m) (LI 10diii)		Annual	1.34m	(Due 2023)	-	-	-	-	-	Neutral	◀▶ Neutral	
12. Large Projects	CORP10L	Large Project - Local Plan		Quarterly	Amber	Amber	Amber	Amber	-	-	-	Neutral	◀▶ Neutral
		Large Project - York Central		Quarterly	Amber	Amber	Amber	Amber	-	-	-	Neutral	◀▶ Neutral
		Large Project - Castle Gateway		Quarterly	Amber	Amber	Amber	Amber	-	-	-	Neutral	◀▶ Neutral
		Large Project - Outer Ring Road (A1237)		Quarterly	Amber	Amber	Amber	Amber	-	-	-	Neutral	◀▶ Neutral
		Large Project - Housing Delivery Programme		Quarterly	Amber	Amber	Amber	Amber	-	-	-	Neutral	◀▶ Neutral
		Large Project - Provision of School Places		Quarterly	Amber	Amber	Amber	Green	-	-	-	Neutral	◀▶ Neutral
		Large Project - Smart Travel Evolution Programme (STEP)		Quarterly	Amber	Green	Green	Green	-	-	-	Neutral	◀▶ Neutral
		Large Project - Flood Risk		Quarterly	Green	Green	Green	Green	-	-	-	Neutral	◀▶ Neutral
		Large Project - City Centre Access Project		Quarterly	Amber	Amber	Green	Amber	-	-	-	Neutral	◀▶ Neutral
		Large Project - Haxby Station		Quarterly	NA	Amber	Amber	Amber	-	-	-	Neutral	◀▶ Neutral
		Large Project - York Station Gateway		Quarterly	NA	NA	Amber	Amber	-	-	-	Neutral	◀▶ Neutral
Large Project - Ousewerm (York and North Yorkshire Catchment Flood Management Project)		Quarterly	NA	NA	Green	Green	-	-	-	Neutral	◀▶ Neutral		
13. Sustainability	GCC03	Level of CO2 emissions from council buildings and operations (tonnes of carbon dioxide equivalent)		Annual	3,657.56	3,633.3	(Avail Sep 23)	-	-	-	-	Up is Bad	◀▶ Neutral
	GCC05	Number of trees planted (CYC)		Annual	271	73	1,099	-	-	-	-	Up is Good	▲ Green





## Scrutiny - Economy, Place, Access and Transport 2023/2024

No of Indicators = 78 | Direction of Travel (DoT) shows the trend of how an indicator is performing against its Polarity over time.

Produced by the Business Intelligence Hub September 2023

				Previous Years			2023/2024							
				2020/2021	2021/2022	2022/2023	Q1	Q2	Q3	Q4	Target	Polarity	DOT	
Finance	14	BPI110	Forecast Budget Outturn (£000s Overspent / - Underspent) - CYC Subtotal (excluding contingency)	Quarterly	£1,328	£2,638	£4,887	£6,752	-	-	-	-	Up is Bad	▲ Red

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<b>Meeting:</b>	Economy, Place, Access & Transport Scrutiny
<b>Meeting date:</b>	24/10/2023
<b>Report of:</b>	Director of Environment, Transport and Planning
<b>Portfolio of:</b>	Executive Members Cllr Pete Kilbane, Cllr Kate Ravillious

## **Scrutiny (or Audit and Governance Committee) Report: York's new Local Transport Strategy & Plan**

### **Subject of Report**

1. City of York Council needs to prepare a new Local Transport Plan, which sets the strategy for the management, maintenance and development of the city's transport system. It will cover the entire CYC area, including York's city centre, suburbs, villages and rural areas. This will be York's plan and inform the statutory Local Transport Plan for York and North Yorkshire, which will be the responsibility of the new Mayoral Combined Authority. York's Plan will therefore inform decisions to be made by the new Combined Authority. It will be submitted to the Department for Transport (DfT) and will comply with the anticipated new guidance for preparation of 'pipelines of major future transport schemes'.
2. In addition to the LTP, there are a number of other statutory or required documents which are due to be drafted and need a programme of public consultation, namely Local Cycling and Walking Infrastructure Plan (LCWIP) and Air Quality Action Plan 4 (AQAP4). Transport is a central consideration in these documents, so they are all to some extent interlinked. They are also key to delivering the new Council Plan's priorities for transport, and important in associated areas, such as health, economy, housing etc.
3. Because of the high level of consultation activity required in York as these strategies are taken forward, officers have recognised

that there is potential for ‘consultation fatigue’ if the overarching principles for each of these documents are represented independently of each other, and so proposes that they be consulted on as one – a Local Transport Strategy, with the public consultation being called ‘Our Big Transport Conversation’.

4. Consulting and engaging on a wider Local Transport Strategy offers an opportunity to gather a wide range of views about transport in York, something which has not been done since Spring 2021, when the information gathered from members of the public was inevitably skewed by the impact of the Covid-19 pandemic, which was still presenting at the time in terms of large numbers of people working from home, suppressed levels of public transport demand and in many other areas.
5. The high-level Vision, Objectives and Policy Focus Areas of a proposed new Local Transport Strategy for York was decided by Executive on 12 October 2023 where it was agreed that the set of transport principles making up the Local Transport Strategy would become the basis of the public consultation.
6. In this paper we present more detail upon:
  - a) the proposed targets for York’s Local Transport Strategy (Annex A)
  - b) detailed policies in each of the Policy Focus Areas in the Transport Strategy (Annex B)
  - c) Detailed proposals for consultation on the Local Transport Strategy (Annex C)
  - d) York’s Local Cycling and Walking Infrastructure Plan – which is in development (Annex D)
  - e) York’s Fourth Air Quality Management Action Plan (Annex E)
7. This information is presented to enable Scrutiny to refine the various plans and policies may be improved before they proceed to full consultation in November 2023, following an Executive Member Decision Session on November 14th.
8. For any of the strategies to be deliverable there needs to be an appropriate balance between the aspirations and targets of the

strategies and the strengths of the policies and principles to achieve those targets. A strategy which sets challenging stretch targets but does not set out a framework for change is unlikely to be effective. Without change the targets and challenges will not be met. This is of course a feedback loop as the level of change may in turn inform the targets, pace and level of aspiration that members feel is appropriate. On that basis Scrutiny are asked to engage and inform the information contained within the annexes.

## **Consultation Analysis**

9. This paper is presented in order to enable a large consultation exercise. No public consultation has taken place in advance of this paper, although:
  - a) The detailed transport policies are the product of workshops with a range of members and officers and remain a work in progress
  - b) The Local Cycling and Walking Infrastructure Plan proposals have been overseen by a steering group which included representatives of a number of stakeholder groups in the transport area

## **Risks and Mitigations**

10. Consultation wise, the risk is that the amount of material being made available reduces the likelihood of a range of residents responding to the questions. This will be mitigated by ensuring the language and visual materials are all accessible and engaging, written in a way that makes the technical information interesting.
11. In order to maximise the response rate from parts of the communities who do not traditionally engage with transport consultations, we will not rely on just online delivery, instead going out to those communities and meet with them. This will be done several ways but will include dedicated drop-in sessions (and associated comms to ensure people know about them); attending Local Area Forums and parish meetings; and by attending existing network meetings, such as being put on the agenda for the Bus Forum and Older People's Forum.
12. We will also ensure that if residents wish to only read and answer one of the themes (Policy Focus Areas), they can do this and not have to answer all questions for all nine themes.

13. The Council will also make available accessible versions of the materials, including Braille, Easy Read and in other languages, where requested.
14. For full transparency, officers will also ensure that a fully anonymised version of all data will be published following the closing date of the consultation; and that a summary report will be made available.

## Wards Impacted (optional section)

15. All 21 wards of York are impacted by the development of York's new Local Transport Strategy, Local Cycling and Walking Infrastructure Plan and Air Quality Action Plan.

## Contact details

For further information please contact the author of this Report.

### Author

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<b>Job Title:</b>	Sustainable Transport Manager
<b>Service Area:</b>	Transport
<b>Telephone:</b>	552435
<b>Report approved:</b>	Yes
<b>Date:</b>	16/10/23

## Background papers

All relevant background papers must be listed.

A 'background paper' is any document which, in the Chief Officer's opinion, discloses any facts on which the report is based, and which has been relied upon to a material extent in preparing the report. See page 5:3:2 of The Constitution.

Executive October 2023 – Consultation on Yorks New Local Transport Plan and Strategy

(<https://democracy.york.gov.uk/documents/s170247/Yorks%20new%20Local%20Transport%20Strategy%20and%20Plan.pdf>)

Executive February 2023 – York Local Transport Consultation  
(<https://democracy.york.gov.uk/documents/s170247/Yorks%20new%20Local%20Transport%20Strategy%20and%20Plan.pdf>)

## **Annexes**

- Annex A: Local Transport Strategy proposed objectives and targets
- Annex B: proposed detailed transport policies
- Annex C: Local Transport Strategy Communications Plan
- Annex D: LCWIP progress update
- Annex E: Air Quality Management Plan 4 update

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## Annex A: Local Transport Strategy objectives and sample targets

Objective	Target by 2030	Measures
Support an inclusive, accessible, affordable city	Access to significant locations, prices of bus fares	Accessibility analysis; analysis of bus fares
Support delivery of the Climate Change Strategy	Reduce car use by 20% Increase bus use by 50% Double active mode use	Traffic counters, fuel sales Bus patronage records Counters and surveys
Support delivery of the Economic Development Strategy	To be developed through Strategy	Visitors mode of arrival in York; measures of congestion. Bus reliability as “reliability” objective
Improve health and wellbeing through healthy place shaping	To be developed through Strategy	KM cycle routes/ lanes, number of low traffic neighbourhoods
Enhance safety and personal security	To be developed through Strategy	Stats 19 records of traffic injuries and fatalities; attitudinal surveys; crime figures
Improve the local environment by reducing air pollution and noise	To be developed through Strategy	Air quality monitoring throughout York. Noise monitoring.
Enhance the reliability of the transport system	95% of bus services on time; measure of congestion to be developed through Strategy	Information collected from bus operators; google traffic data or similar
Protect the city’s heritage and enhance public spaces.	Traffic reduction figure for central York	Traffic counts in central area of York/ on the bridges
Accommodate the envisaged growth of the city in the most sustainable way	To be developed through Strategy	Traffic generation by new developments in York
Future-proof our city	To be developed through Strategy	

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## **Annex B: Proposed detailed policies**

**Policy focus area 1: Accessibility - Shape a city that is accessible to everyone** – so that everyone, including young people, women, disabled people and anyone with a protected characteristic, is able to access all the facilities which they need, and all areas of the city, and its villages, have accessible, reliable and affordable bus services to key destinations.

### **Member Workshop Ideas:**

**Policy idea 1.1** – provide Blue Badge parking spaces near significant locations within the city centre, including the foot streets area, and in all district and village centres. Our target is to have BB parking spaces within 150m of significant trip attractors.

**Policy idea 1.2** – Cycle parking at significant locations within the city centre and in all district and village centres and at employers, leisure sites, training, education etc. Our aim is to provide cycle parking as near as practically possible to significant locations – ideally within 50m.

**Policy idea 1.3** – Accessible design. Our target is to develop our walking, wheeling and cycle networks to accommodate wheelchair users, mobility scooter users, riders of adapted cycles and family/cargo bikes, while ensuring safety for those with sight loss. This will include the removal of inaccessible barriers and the provision of dropped kerbs.

**Policy idea 1.4** – Accessible public transport. Work with stakeholders to improve accessibility of public transport for all users, and to increase the amount of accessible seating. We will work with taxi and private hire providers to increase the number of wheelchair accessible taxis and private hire vehicles in York. We will also continue to improve bus stops and shelters to improve personal security (e.g. by ensuring adequate lighting levels). We will work with the rail industry to improve the accessibility of York and Poppleton Stations.

**Policy idea 1.5** – We will aim to provide seating at 50m intervals within the footstreet area and in all district and village centres, and the routes to then, to allow people to rest during their journeys.

**Policy focus area 2: Improve walking, wheeling and cycling** – so that cycling, walking and wheeling become more attractive and offer better alternatives to the car. Key to this will be creating a continuous network of safe and high-quality cycle, walking and wheeling routes, and giving all active travel users greater priority on roads and at junctions. Effectively integrating new modes like e-bikes into York's transport network will also be important. These changes will achieve a doubling of active travel journeys by 2030.

**Member Workshop Ideas:**

**Policy idea 2.1** – Maintain York's Transport User Hierarchy, first adopted in 1989, and ensure that it is applied appropriately and consistently in all scheme designs, policy decisions and funding allocations.

**Policy idea 2.2** – Create a priority **walking, and wheeling network**, jointly with partners including the disabled community, walking and environmental groups. This network will offer safe, high quality routes to the city centre, all district and village centres, and schools, colleges and places of employment. We envisage this network covering the whole city to provide a joined up network.

**Policy idea 2.3** – Develop a programme to upgrade pedestrian facilities on all parts of the priority walking and wheeling network, to include greater priority and reduced delay at traffic signal crossings, countdown signals at major crossings, priority at crossings of side roads, removal of barriers and guardrails and significantly improved pavement maintenance. An initial stage will improve crossings at all junctions on what is now the inner ring road.

**Policy idea 2.4** – Comprehensively upgrade the city centre footstreet network to provide continuous level surfaces, clearly de-lineated to indicate where vehicles are permitted. We will look to eliminate footways which are narrow, uneven, poorly drained or with cross slopes.

**Policy idea 2.5** – Create a connected priority **cycling** network jointly with partners including the disabled community, cycling and environmental groups. We envisage this network being comprehensive and continuous, and ensuring effective routes to and through the city centre, and to district and village centres, and schools, colleges and places of employment.

**Policy idea 2.6** – Develop a programme to upgrade cycling facilities on all parts of the priority cycle network, to include continuous cycle lanes, segregated where appropriate, priority at traffic signals, safe provision to negotiate roundabouts and regular maintenance to ensure that surfaces, signs and markings are safe. An initial stage will involve upgrading one radial route into the city centre and one route linking a village to inner York; these will serve as demonstrators of what can be achieved

elsewhere. We will also identify “problem areas” for cyclists and look to improve them.

**Policy idea 2.7** – Community support. Recognise that some groups of people face more barriers to walking, wheeling and cycling. Identify the barriers (such as lack of cycle parking, lack of confidence) and work with these communities to ensure that everyone has equal access to walk, wheel and cycle. (Eg cycle training schemes, cycle repair hubs, accessible cycle parking).

**Policy idea 2.8** – Support the development and use of e-bikes, and expand micromobility options such as e-scooters where appropriate to complement other modes of transport.

**Policy focus area 3: Shape Healthy Places:** – to encourage physical activity by ensuring that all communities in York are inclusive, feel safe and offer all the facilities which people need on a daily basis within easy reach whether walking, wheeling, cycling or travelling by public transport. We will improve district centres so that people can meet more of their shopping, work and leisure needs locally, without having to travel by car. We will improve streets and spaces in York to help us adapt to future climate change and for the benefits of all users, including people who have limited mobility, hearing or sight loss. We will focus on planting, lighting, surfaces and the quality and feel of streets and spaces in York. We will improve broadband connectivity to enable people to work, study and shop from home.

### **Member Workshop Ideas:**

**Policy idea 3.1** – Review each existing community and its district centre and aim to ensure that it has all key facilities within walking, wheeling or cycling distance, and effective public transport for longer distance journeys.

**Policy idea 3.2** – Aim to provide each centre with a communications, mobility and delivery hub for parcels, and facilities such as toilets, safe cycle storage, pushchair, mobility scooter and cycle hire and repair workshops.

**Policy idea 3.3** – Adopt the same principles for all new developments, including all strategic sites in the Local Plan. Produce a Supplementary Planning Document to specify these requirements, and those covered in other Key Policy Areas.

**Policy idea 3.4** – Embed the Healthy Streets approach into relevant guidance and decision making to create high quality public space and encourage walking, wheeling and cycling.

**Policy idea 3.5** – Safe streets. Use traffic measures such as ‘Home Zones’ to create safe streets for walking and cycling. Identify the streets within communities that need intervention from the Local Cycling and Walking Infrastructure Plan. Encourage new developments to embed safe streets into the design from the outset. Reflect these Safe Streets in the wider Movement and Place Plan

**Policy idea 3.6** – Adopt the Vision Zero approach, seeking to eliminate all fatalities and serious injuries on York’s roads. Work with partners, such as North Yorkshire Police, and stakeholders to use all tools available to reach this goal. This work will include infrastructure design, behaviour change, technology, legislation and enforcement.

**Policy idea 3.7** – Require transport schemes and infrastructure projects to bring about health benefits, with Health Impact Assessments required for all larger scale infrastructure projects and major schemes.

**Policy idea 3.8** – Promote the use of the ‘Decide and Provide’ approach in planning policy development to mitigate against development which increases car traffic in York.

**Policy focus area 4: Improving Public Transport:** so that all areas of the city have good and reliable public transport access. Key to this will be extending the bus network, ensuring effective and reliable early and late services when people need them, and upgrading high frequency bus services – in some cases into bus rapid transit services or possibly light rail transit systems. We will also work to upgrade heavy rail services where they play a local role or support our other policies. Not only will this result in a 50% or greater increase in bus patronage by 2030, it will also enhance the viability of public transport and protect its future.

**Member Workshop Ideas:**

**Policy idea 4.1** – Work with bus operators to create a comprehensive network of bus services, accessible to as many residents and visitors as possible, and providing services at weekends and for the night-time economy. Set challenging targets for increased bus access, and ensure that all low-income areas are appropriately served. Ensure that all new development is designed for bus access, with appropriate service frequencies provided from the outset. Consider alternative models of service provision (e.g. franchising) if it is not possible to achieve the desired network of services commercially.

**Policy idea 4.2** - Use infrastructure design and network management to increase the reliability and efficiency of bus services. Set challenging targets for increased bus reliability. As a first step, provide a dedicated priority route for buses, and other sustainable transport, across the city centre, including effective enforcement of existing regulations in Piccadilly and Pavement.

**Policy idea 4.3** – Work with local communities to obtain funding to develop community transport schemes such as community minibuses, dial-a-ride and car clubs and share schemes, particularly to fill any gaps in the bus network. Consider the introduction of a shuttle bus in the footstreets area of the city centre.

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

**Policy idea 4.5** – Develop a rail strategy to guide the approach to rail investment and priorities within York, with the aim of increasing passenger numbers on rail services and identifying opportunities for enhanced or new routes and services.

**Policy idea 4.6** – Ensure that the redesign of the Railway Station makes it more sustainable, better able to support walking, wheeling, cycling and buses, and less dependent on car access. Ensure that Poppleton and the proposed station at Haxby are at the centre of effective walk/ wheel/ cycle/ bus networks.

**Policy idea 4.7** – Enable multi-modal journeys, using all opportunities to improve interchange facilities across the bus network (such as cycle parking provision and shelters) and work with stakeholders to explore multi-operator ticketing, and provision for cycles, wheelchairs and mobility aids on buses and trains.

**Policy idea 4.8** – Develop an integrated fares policy for all road-based public transport which encourages and rewards frequent use and makes bus use affordable for young people and low-income households.

**Policy idea 4.9** – work with the taxi/ private hire trades to encourage greater provision of wheelchair accessible, low emission vehicles in York.

**Policy idea 4.10** – consider the scope for providing water-based access to York city centre from Rawcliffe Bar park and ride – e.g. using the existing tour boat service or water taxis – to provide an attractive alternative to driving into York for visitors.



**Policy focus area 5: Safeguarding our environment by cutting carbon, air pollution**

**and noise** - we will encourage the take-up of electric vehicles because they have no tailpipe emissions. However, we know that simply converting existing internal combustion-engine trips to electric vehicle trips will not be enough to meet Climate Change targets, reduce congestion, or improve air quality and health sufficiently. We must achieve reductions in the absolute number of car miles travelled too.

**Member Workshop Ideas:**

**Policy idea 5.1** – Continue to expand public EV charging facilities to keep pace with the demand for public charging, both by commuters and visitors and for those residents without access to residential off-street charging. This will be a development of CYC’s existing EV Charging Strategy

**Policy idea 5.2** – use the powers available to local authorities to incentivise EV/ hybrid replacement of ICE engine vehicles in York – for example through differential parking charges

**Policy idea 5.3** – Expand the current Bus Clean Air Zone to cover commercial vehicles and, if required to meet air quality targets, other vehicles. Consider further action in locations where traffic emissions are a significant contributor to poor air quality and noise.

**Policy idea 5.4** – Follow the embodied carbon reduction hierarchy developed by Oxfordshire Council’s Local Transport and Connectivity Plan 2022 - 2050. Take embodied carbon and induced travel demand into account when assessing infrastructure projects and calculating their carbon impact and contribution to York’s net zero carbon goal.

**Policy idea 5.5** – Support development of green infrastructure along transport corridors with the aim of delivering a transport network that achieves and where possible exceeds government and local biodiversity net gain targets.

**Policy idea 5.6** – continue the work to convert CYC’s own vehicle fleet to electric vehicles where this is practical and suitable vehicles are available.

**Policy idea 5.7** – consider how new developments and new transport infrastructure in York can be used to support the environment – e.g. through sustainable drainage, urban cooling etc

**Policy idea 5.8** – work with York’s tourism/visitor sector to maximise sustainable transport use by visitors – both for reaching York and travelling around the city once visitors have arrived.

**Policy focus area 6: Manage the road network for Movement and Place** – we will develop a Movement and Place Plan which reallocates road-space to create safe and connected networks for walking, wheeling, cycling, public transport, cars and freight for residents, businesses and visitors alike – helping deliver York’s economic and environmental strategies and draft Local Plan by making walking, wheeling and cycling more attractive and buses more reliable. The Movement and Place Plan will also identify how best to balance the needs of streets as travel corridors and as places where people live, shop, go to school and enjoy their leisure. It will facilitate all kinds of journey including trips to and from outside of the city, and will recognise York’s place in the wider region. A key to the Movement and Place Plan will be using York’s new traffic models to minimise congestion, along with new ways to manage and construct highways to minimise their environmental impacts and work with partners to deliver any required interventions and schemes.

**Member Workshop Ideas:**

**Policy idea 6.1** – Commission a Movement and Place Plan for York which identifies how best to balance the needs of streets to enable people to travel and as places where people live, shop and enjoy their leisure. Include a specific network plan for each mode of transport (private vehicles, freight vehicles, public transport, emergency services and active travel modes). As part of this Plan, critically assess the future role of what is now the inner ring road.

**Policy idea 6.2**– Identify the locations where Movement and Place are most seriously in conflict, such as Gillygate, and design schemes to take early action which are consistent with the Movement and Place Plan.

**Policy idea 6.3** – Use network management tools, including the city’s Urban Traffic Management Control system and its Smart Travel Evolution Programme to actively manage the network, tackling congestion and air pollution, maintaining accessibility for disabled transport users and promoting and prioritising the use of walking, wheeling, cycling and public transport.

**Policy idea 6.4** – To make travel safer for pedestrians, wheelers and cyclists, adopt 20mph as the default speed limit for all roads through residential areas, near schools, in villages and at retail areas and parks.

**Policy idea 6.5** – Maintain our highway assets (including walking, wheeling and cycling routes) in line with the priorities outlined in the York transport hierarchy

and with the aim of minimising disruption and delay and increasing the reliability of the network.

**Policy idea 6.6** – Adopt the ‘Decide and Provide’ approach rather than ‘Predict and Provide’ when designing transport infrastructure and junction and road improvement schemes. Only consider road capacity schemes after all other options have been explored. Work with developers to obtain funding to upgrade sustainable travel networks to and from new developments, in-line with the policies in the draft Local Plan.

**Policy idea 6.7** – Futureproof our transport network for emerging technologies such as autonomous vehicles and unmanned aerial vehicles (drones).

**Policy focus area 7: Reduce car dependency** - we will provide safe and comprehensive networks so that alternatives to the car are the obvious choice for a growing proportion of transport users, whilst enabling those who have to use motorised vehicles to get about more easily. We will manage parking to provide access for shops and business, while discouraging car use for journeys which could be made by sustainable modes. New developments will be planned so that active travel and public transport are the obvious choice. We will also promote behavioural change by supporting people as they switch travel modes, for example, through travel planning. Together these changes will reduce the number of miles travelled on York’s roads by at least 20% by 2030.

**Member Workshop Ideas:**

**Policy idea 7.1** – Encourage walking, wheeling and cycling to school and work by working with schools and employers, helping to develop travel plans, improving way-finding, and considering measures such as school streets and ‘park and stride’. We will develop case studies to show how many people can easily live less car dependent lives – often reducing their expenditure on transport and living more active lives in the process.

**Policy idea 7.2** – Support businesses and organisations operating within the city to reduce their transport footprint. (Eg staff travel plans, sustainable transport options to business parks, cycle lockers for businesses.) Work with developers and businesses to create and implement effective travel plans.

**Policy idea 7.3**– Develop a wider set of campaigns such as car-free days to encourage people to consider alternatives to the car.

**Policy idea 7.4** - Promote zero emission car share and car clubs to reduce the need for car ownership. Aim to have a car share scheme or car club in all suburbs and villages around York and within 500m of where most people live, and in new developments.

**Policy idea 7.5** – Develop a parking strategy to cover all publicly available parking within 400m of the city centre, which sets parking charges designed to make it more attractive for those parking for medium or longer periods to use Park and Ride or the bus. Set parking supply to satisfy the remaining demand, and take steps to enhance the quality of that parking provision. Consider parking charges related to vehicle emissions.

**Policy idea 7.6** – Extend residents’ parking zones to cover all areas of the city which are currently used for long-stay parking for non-residents.

**Policy idea 7.7** – Review the parking stock in private ownership within 400m of the city centre, and work with stakeholders to develop policies which encourage patterns of use consistent with the aims of Policy idea 5.

**Policy idea 7.8** – Adopt standards for maximum levels of parking provision in new developments which are consistent with the objectives of this Local Transport Strategy and the draft Local Plan, and encourage developers to reduce parking provision to below these maximum standards when considering planning applications.

**Policy 7.9** – continue the work of I-travel York in publicising sustainable transport options and developing travel plans.

**Policy focus area 8: Improving freight & logistics** - so that York's businesses have efficient access for their supplies, goods and services, while at the same time reducing the impact of heavy lorries and light goods vehicles on carbon emissions, air pollution, safety and damage to heritage.

**Member Workshop Ideas:**

**Policy idea 8.1** – Develop a freight and logistics strategy based on the principles of net-zero emissions, improved air quality, safe movement, working in partnership, protecting assets and buildings, freight consolidation and efficiency of movement. Within the strategy develop different plans for long distance, local and last-mile movement.

**Policy idea 8.2** – Provide one or more transshipment facilities on the edge of footstreets area, and seek to limit all freight movements within the city centre to electric vehicles of 3.5T or less. Promote and support the use of cargo bikes within the city centre and in district and village centres.

**Policy idea 8.3** – Designate a limited road network for freight vehicles of over 7.5T, which ensures access to all key destinations, including transshipment facilities, but avoids undue use of narrower inner city streets and residential roads. Ensure that this network is maintained to meet the needs of such vehicles.

**Policy Focus Area 9: Effective maintenance and enforcement and management of streetworks** – so that the condition of York’s transport networks enables the transition to greater use of sustainable transport. Enforcement of traffic rules and effective management of street-works will be a key tool in achieving our stated objectives.

**Member Workshop Ideas:**

**Policy idea 9.1** – increase maintenance and renewals on footways and cycleways and on the margins of roads used by many cyclists

**Policy idea 9.2** – carefully consider where greater enforcement of traffic offences could make a beneficial contribution to traffic management in York

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## Annex C: Communications Plan for Our Big Transport Conversation

### Introduction

Our Big Transport Conversation (OBTC) is a highly significant public consultation and outreach programme on a scale not seen before in York. It will encompass every mode of transport and allow City of York Council (CYC) to hear the views and voices of York in how best to deliver a new set of transport principles, which are aligned to the Council Plan 2023-2037. OBTC will also enable us to go on to develop several important statutory plans, including the Local Transport Plan and LCWIP.

OBTC comes at a time when transport issues dominate the headlines and political scene, from Westminster to Gillygate. It also comes as we move towards devolution and funding negotiations, and at a time when the new Council Plan has set out four key commitments for the city; these things combined mean that it is more important than ever that we consult on transport, and ensure that the key commitments in the Council Plan are upheld.

These core commitments are:

**Equalities and Human Rights** - Equality of opportunity: We will create opportunities for all, providing equal opportunity and balancing the human rights of everyone to ensure residents and visitors alike can benefit from the city and its strengths. We will stand up to hate and work hard to champion our communities.

**Affordability** - Tackling the cost-of-living crisis: We will find new ways so everyone who lives here benefits from the success of the city, targeting our support at those who need it most, supporting communities to build on their own strengths and those of the people around them.

**Climate** - Environment and the climate emergency: We know the race to net zero is more urgent than ever and we will understand the impact our actions have on the environment. We will prepare for the future, adapting our city to extreme climate events and enhancing our environment for future generations to enjoy.

**Health** - Health and wellbeing: We will improve health and wellbeing and reduce health inequalities, taking a Health in All Policies approach, with good education, jobs, travel, housing, better access to health and social care services and environmental sustainability. We will achieve better outcomes by targeting areas of deprivation, aiming to level opportunity across the city.

The consultation explores CYC's transport objectives and how we propose to reach them, covering every aspect of movement in the city, from tackling climate change and improving air quality, to traffic enforcement and freight movements, and offering alternatives to driving cars by improving networks for people to walk, wheel and use sustainable travel. It will not, however, go into specific detail on individual schemes; this will need to follow once the principles have been consulted on.

In short, CYC will need a significant programme of media engagement to ensure that everyone knows we are actively seeking views from all who travel in York. The programme of media activity will stretch across the 11-week consultation period to ensure that everyone has had ample opportunity to hear about it, and take part. Media work will involve not just local media but national media, to help position the authority as taking action to future-proof the networks.

This document sets out the media and communications strategy; it should be read in conjunction with the engagement strategy, which sets out how we propose to deliver consultation materials both on- and off-line, to a wide audience.

## 1. Objectives

The key objectives for the OBTC are:

### Think

- To enforce the message that the Local Transport Plan is for *all* of York, not just the city centre; we want to better understand how everyone moves around, whether it's between villages, from the city centre outwards or inwards, or between local authority boundaries, and that we will listen to all comments
- Explaining the process and structure of the consultation and what will happen next
- Clearly set out the topics for discussion/influence, and the topics which are already agreed/funded/set out in policy.

### Feel

- Residents and stakeholders feel engaged and informed about the consultation process
- Residents feel that the project will improve the city's daily travel needs

### Do

- Residents and stakeholders engage with the project and provide feedback

## 2. Audience / insight

Due to the wide range of transport aspirations being consulted on, we need to reach every one who uses any aspect of the transport network in York, whether it's walking, driving, wheeling or on public transport, or a mix of any of these, no matter how often. As such, this consultation is being designed from the outset as fully proactive, inclusive and accessible to all.

The language used will be very important; we need to communicate the transport proposals – which can, by its nature, be technically quite 'heavy' – in human terms, using a style which resonates with the people of York. We will for example talk about journeys and moving around the city rather than trip generators. We will also ensure that all audiences appreciate that different people move around the city in different ways and that CYC is proposing to offer more options to everyone. Following recent announcements, there is also work to be done to counter balance the national narrative of 'us versus them' with car drivers and ensure that York's transport offer is as diverse as its population.

OBTC will be an 11-week consultation process, offering opportunities for people to read and digest the information most relevant to them, and respond in their own time. Media work will be run on a rolling basis to ensure the consultation remains in people's minds (see 'Implementation' section below for more on this).

It is often said in consultations that some groups are 'hard to reach' – but this doesn't have to apply to us. Due to CYC's existing proactive work with community groups and networks across the city, we have an opportunity to reach people who don't normally engage with public consultations; an opportunity to make the subject interesting and relevant to them, and to understand how the current network helps or

hinders them, and how it can be improved. A lot of progress has been made in this regard over the last six months and lessons learned from previous consultations which fell short of being truly inclusive.

Stakeholder mapping is being refreshed and will ensure that the right people are reaching out to each network; an email or invite from a known contact has much more weight than faceless engagement. The mapping identifies those groups we will produce toolkits to share with, in essence, easily understood, engaging and informative versions of the 'official' documents, for groups and individuals to digest in their own time.

Ensuring targeted opportunities are delivered from the start of the process, we will utilise a range of tools to reach each audience, including but not limited to:

- Children & young people: a programme of school & college outreach work to go and speak to young people directly; utilising social media; working collaboratively with the Youth Council
- Disabled people: a dedicated programme of activity is being produced and will include attending in-person events and online material to ensure that everyone can have their voice heard; awareness will be raised by local media; social media networks and existing groups (eg Disability Access Forum)
- Commuters: to better understand commuter choices, we will target non-York specific media outlets and work with partners in North Yorkshire, West Yorkshire and East Riding to help share our materials
- Businesses: existing networks such as the BID will be utilised and information shared via these trusted sources
- Specifically for the two major trip generators in the city, the hospital and universities, we will target them using their internal comms networks

We also envisage that during the 11-week process we may be able to use some of the above work as case studies and invite the media to cover the work being done, to further encourage people to take part.

### **3. Strategy / ideas**

The media strategy has one key goal: to make as many people as possible aware of the opportunity to respond to the consultation.

Nine Policy Focus Areas, or themes, have been identified for us to engage the community with. Each of these nine themes will have 'deep dive' which are, in some cases, specifically aimed at producing further policy documents (for example the LCWIP and the AQAP4 – which will be drafted based on this round of consultation, with further engagement to follow on those specific issues).

Throughout all the media work, from launch to follow up, each of these nine areas will be clearly communicated and always represented in the same way, to ensure they are familiar to people responding to the consultation.

People will be able to answer questions from whichever themes interest them most: they will not have to respond to each and every theme. We will invite people to tell us more about how they get around, where their areas of concern may be, and how we can begin to address them. Sitting above the nine themes will be a set of questions related to demographic data, so that we can analyse who has responded and any areas where gaps are emerging.

The nine themes are:

1. **Accessibility:** shaping a city that is accessible to everyone

2. **Walking, wheeling & cycling:** create real alternatives to car use
3. **Shaping healthy places:** ensuring all communities feel safe and included, and within easy reach via improved streets and places
4. **Public transport:** building a reliable and accessible network to allow people to make, and continue to make, choices which reduce congestion and harmful pollution
5. **Climate change:** safeguarding our environment, reducing congestion and improving air quality and everybody's health
6. **Creating better networks and connections for people to use:** a Movement & Place plan to create safe networks
7. **Reducing car dependency:** but first offer real alternatives
8. **Freight and logistics:** ensuring efficient access while reducing the impact of heavy, more polluting vehicles
9. **Effective maintenance and enforcement:** allowing greater use of the networks by creating safer spaces

## 4. Implementation

OBTC is a wide-ranging set of information and we have carefully considered how this should be broken down and made easier to digest, by both the media and by the wider community. CYC spokespeople made available for interviews and comments will be Cllr Pete Kilbane and Cllr Kate Ravillious.

In addition to the consultation materials, we will write a full suite of supporting documents ahead of the launch:

- October-November: Internal review and if possible, peer review of public-facing materials and questions
- Early November: Internal briefings for staff and Members and Local Area Committee co-ordinators. Briefing packs will be given to Ward Members to help in their discussions with constituents.
- Early November: Arrange in-person meetings with city-wide delivery partners, eg police, fire, utilities
- Create posters and advertising materials for libraries, gyms, leisure centres
- Draft key messages
- Draft Q&A
- Draft briefing documents for Members and staff working on consultation events
- Proactive selling in of interviews and feature ideas on the scale and opportunity offered by the consultation – to local, regional and national media

Working with partners will also be an important part of communicating the consultation, and we will soon begin discussing with them around how they can help us share the consultation news, including via social media and their own, in-person networks. These partners include the NHS Trust and universities, as between them these two are among the largest trip generators. Working with partners will also help us reach commuters and those who travel into the CYC area from surrounding authorities, as we also need to understand their travel habits. In order to reach commuters, we will also use assets available to us such as bus stop screens and Variable Messaging Signs on major routes.

We also have a series of Forums and groups which are run by CYC officers, including the Bus Forum, Older People's Forum, Disability Forum and York Youth Council and all of which will be engaged from the outset (and in many cases, have already had updates and briefings on the consultation). In short, we will go to these groups and engage with them directly rather than expect them to come to us.

CYC also has a set of social media accounts which will be utilised for sharing information:

- Twitter/X: 49,600 followers
- Facebook: 17,000 followers
- Next Door: 28,660 followers
- Instagram: 3,664 followers
- LinkedIn

Our own newsletters – residents, families, schools, staff which between them have over 7,000 subscribers. These are shortly to be ported over to the Gov.delivery platform which will enable us to email residents targeted, relevant communications and to assess how successful these communications are.

#### **Launch:**

- Press release to be issued to:
  - national – targeted work with the Guardian, Financial Times, Channel 4 News, in addition to a press release issued widely to transport, environment and ‘northern’ broadsheet correspondents
  - regional – Yorkshire Post; BBC Look North; ITV Calendar
  - local – York Press, YO1 Radio; York Mix; family media eg Mumbler, Families Magazine etc
  - transport trade press – Local Transport Today, Transport Times etc
  - cycling/commuting media – road.cc, Cycling Weekly
- There will also be a launch event, including a media briefing to engage key journalists

It is also important to note that the media campaign will be a rolling one. During the 11 week consultation process we will highlight specific issues in the local and regional media, as well as using these to help share the dates of the in-person drop in sessions that we will be setting up.

We will also use local media to help us target any particular group or interest area where we identify that we have not had a representative level of responses to the consultation; by using Citizen Space we will be able to monitor the demographics of the respondents, and target work accordingly.

## **5. Scoring/Evaluation**

Citizen Space analytics tools will allow us to constantly monitor the responses coming in, and so we can target any specific groups, demographics, or geographical areas that have not yet submitted representative samples. It also means that once the consultation is closed, we will be able to analyse responses based on any number of ‘layers’ – for example we can cross reference whether women have identified particular areas of concern, or disabled people, or young people.

Metrics of evaluation will cover:

- Volume of interest
- Sentiment of media coverage
- Engagement incl web hits, social media comments, clicks etc
- Sentiment of social media coverage, comments etc
- Sentiment from residents and stakeholders

## 6. Next steps and timeframe – see also project Gantt chart

<b>Date</b>	<b>Action</b>	<b>Lead</b>
5 - 6 October	Comms Plan drafting	LT
5 – 6 October	Scrutiny Session paper drafting	LT / CF
10 October	Commission artwork, graphics needed from external sources  Commission schools outreach?	JR / LT
10 / 11 October	Submit Scrutiny paper	CF
12 October	Executive session to discuss LTP strategy & plan	JR
13 – 24 October	Drafting materials based on submission to Scrutiny on 24 Oct	LT / comms
16 October	Scrutiny papers published	
16 October	Begin to build Citizen Space – nine themes plus overarching messages	
24 October	Scrutiny Session	
25 Oct – 16 Nov	Continue drafting materials	LT / comms
16 November	Executive Member Decision Session	JR
16 – 18 Nov	Any amends to materials	LT / comms
20 November (Monday)	LAUNCH DAY – go live on Citizen Space; press release to announce themes and series of events	All!
4 – 15 December	In person events (not including CYC attending others groups sessions)	LT
8 – 15 January 2024	In person events as above, to give 2 x 2 week blocks of events	LT
4 February	Our Big Transport Conversation consultation closes	
5 February	Analysis & report writing	Business Intel / JR
Tbc around 21 March 2024	Full Council – tbc adoption of LTP	

ENDS

## **Annex D: LCWIP update**

### **YORK'S LOCAL CYCLING & WALKING INFRASTRUCTURE PLAN (LCWIP)**

#### What is an LCWIP?

An LCWIP is a local blueprint for walking and cycling network development with an associated prioritised list of schemes which form a pipeline for future funding bids.

#### What is an LCWIP not?

An LCWIP is not a piece of design guidance or a walking or cycling strategy. Design guidance already exists in various forms (LTN1/20, Inclusive Mobility etc) and the local strategies relating to walking and cycling will be a part of the emerging Local Transport Strategy / Local Transport Plan.

#### What is involved in producing an LCWIP?

LCWIP development is split into several distinct phases:

1. Scope identification
2. Background evidence gathering
3. Identification of strategic cycling network
4. Identification of strategic walking network
5. Prioritisation of the network routes / zones
6. Integration of LCWIP with other CYC strategies / policies

#### Progress on developing York's LCWIP

A scoping study for York's LCWIP was produced in mid-2020 and laid out a potential path which the LCWIP could take to deliver better infrastructure which would encourage the maximum uptake in active travel.

Little progress was made beyond the scoping report in the next couple of years due to staffing issues and the COVID pandemic. The project restarted in mid-2022 and a procurement exercise was undertaken to identify suitable external consultants to develop York's LCWIP.

Systra were commissioned in late 2022 to prepare the LCWIP and a governance structure comprising a steering group, advisory panel and officer group was set up. The steering group comprised key officers, elected members from the ruling administration and main opposition party and relevant external stakeholders including York Civic Trust, Walk York, York Disability Rights Forum, University of York, Sustrans and York Cycle Campaign (York Hospital were also invited but have yet to attend any of the steering group meetings).

Between November 2022 and the end of January 2023 Systra gathered a large amount of background data which they then processed to identify potential networks for cycling and walking. The first round of consultation was then undertaken in early to mid-February with an invited group of stakeholders both online and in-person via a drop-in session at the Friends Meeting House on Friargate. The feedback from this online consultation and drop-in session led to subsequent revisions to the network maps and the Background Evidence report was prepared which detailed the research which had been undertaken, the proposed networks and started the process of identifying and prioritising some key cycle routes and core walking zones.

Initially Systra had planned to develop high-level concept designs for the top ten cycle routes and top four core walking zones which were to be consulted on prior to the local election period but it soon

became clear that the deadlines would be too tight to conduct any meaningful consultation therefore the consultation was postponed until after the elections. Systra continued to work on finalising the background Evidence Report and concept designs.

The steering group meetings recommenced in late August after a break of approx. 6 months and the group were updated on progress which had been made since the previous meeting. Copies of the Background Evidence Report and concept drawings were circulated to the group for comments.

Discussions also started in August / September with the council's Communications team about the best way to tie the LCWIP consultation with the upcoming Local Transport Strategy consultation and the level of detail which each would have. It soon became clear that it would not be possible to consult on the high-level concept drawings as the LTS consultation first needed to establish the issues and principles / objectives and get approval of these prior to consulting on any level of detail. The LCWIP part of the city-wide LTS consultation will therefore concentrate on potential interventions to encourage active travel but not tie these to specific locations in the first instance. A future stage of consultation will go into more detail.

Systra are preparing some visualisations of the types of measures which may be applicable in York to encourage active travel. They are also drawing up a draft LCWIP short of providing detailed designs and costings.

Following the city-wide consultation which is due to finish at the end of January 2024 officers will be in a position to determine the level of support for the LTS principles and objectives and can then suggest interventions to address the issues and help achieve the objectives. The LCWIP concept designs will then be able to be assessed against the LTS objectives and put out for consultation. The final LCWIP report will also be drawn up and adopted by the council.



## Consultation on Draft Air Quality Action Plan (AQAP4)

### Introduction to online consultation

City of York Council's (CYC) Fourth Air Quality Action Plan (AQAP4) outlines the action CYC will take to further improve air quality in York over the next 5 years between 2023 and 2027 to go beyond health-based [National Air Quality Objectives](#) in all areas and work towards meeting World Health Organisation (WHO) Air Quality Guidelines. AQAP4 aims to reduce concentrations of air pollutants and exposure to air pollution, thereby improving the health and quality of life of residents and visitors to York.

AQAP4 updates and replaces the previous action plan (AQAP3) which ran from September 2015 and has been developed to reflect growing evidence about the health impacts of air pollution, updated work to consider local sources of air pollution and the current air quality in York compared to the health-based standards.

Measures in AQAP4 are aligned to the [Council Plan](#) and reflects ambitions contained within our [10-Year Strategies](#) covering climate, health and wellbeing and the economy. AQAP4 firmly embeds the Council Plan's priority of sustainable, accessible transport and energy-efficient, healthy homes for all.

Through delivery of the measures in AQAP4, CYC will continue to work towards making York a city that offers some of the best urban air quality in the UK.

### AQAP4 Document and Consultation Summary

We have produced a Consultation Summary document to provide background information about why CYC are required to produce an Air Quality Action Plan. This summary outlines the AQAP4 priority areas and actions for improving air quality and is available at [XXXXXXXXXXXXXXXXXX](#). The full AQAP4 document is available at [XXXXXXXXXXXXXXXXXX](#).

We would now like your views on the updated draft Air Quality Action Plan (AQAP4). Please read the updated Air Quality Action Plan (main document) and/or Consultation Summary and complete the questionnaire.

The consultation period will start on [XXXXXXXXXX](#) and end on [XXXXXXXXXX](#)

**Begin with standard demographic questions from Business Intelligence**

**1. To help us understand who we have consulted with, please indicate which of these statements best describes the views you have provided in this consultation response (tick all that apply)**

- I am a local resident and these are my personal views (please go to question 3)
- I am a non-York resident and these are my personal views (please go to question 3)
- These comments are provided in my professional/business capacity (please go to question 2)

**2. If responding in a professional or business capacity, please indicate which type of organisation or industry you represent (tick all that apply)**

- Local government / Local authority officer
- Central government organisation
- Local retailer / trader / service provider
- University / Academic organisation
- Bus operator / driver
- Taxi operator / driver
- Freight operator / haulier
- Environmental charity or pressure group
- Health related charity or pressure group
- Healthcare professional
- Industrial process / large scale manufacturing
- Land use planning / planning consultant
- Environmental consultant / solicitor
- Low emission vehicle industry / EV infrastructure provider
- Other (please state nature of the business)

.....

**3. What is your postcode? If you would prefer not to give your postcode please go to question 4.**

If responding in a personal capacity provide postcode of home address	.....
If responding in a professional or business capacity provide postcode of your work address / business	.....

premises	
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**4. Before reading the draft Air Quality Action Plan, how concerned were you about air quality in York?**

- Very concerned
- Moderately concerned
- Slightly concerned
- Not concerned

**5. After reading the draft Air Quality Action Plan, how concerned are you about air quality in York?**

- Very concerned
- Moderately concerned
- Slightly concerned
- Not concerned

**6. Should the council continue reduce air pollution?**

- Strongly agree
- agree
- neither agree or disagree
- disagree
- strongly disagree

**7. The draft Air Quality Action Plan sets out our priority areas to reduce emissions and improve air quality further in York over the next 5 years. In your opinion, what importance should be given to these areas?**

Area	High importance	Medium importance	Low importance	Unsure
Reducing emissions from freight / delivery vehicles				
Reducing emissions from buses				
Reducing emissions from idling vehicles				
Reducing emissions from taxis				
Reducing emissions from council vehicles (CYC Fleet)				

Expand Electric Vehicle (EV) Charging				
Minimising development related emissions				
Incentives for low emission vehicles / alternative fuels				
Improved public information and awareness				
Modal shift, active travel and network improvement (includes walking, cycling and public transport measures)				
Non-transport related emissions arising from <u>domestic</u> combustion sources (e.g. burning of solid fuels, including wood, at home)				
Non-transport related emissions arising from <u>industrial</u> combustion sources				
Monitoring air quality / access to air quality information				

**8. Do you agree or disagree that the measures outlined in the updated Air Quality Action Plan will help reduce emissions and improve air quality in York?**

- Strongly agree
- agree
- neither agree or disagree
- disagree
- strongly disagree

**9. Are there any measures in the draft plan that you consider should be given greater priority in the short term (<2 years)?**

*Please state below which measures you consider should be given greater priority and why.*

.....

.....

.....

.....

.....

**10. Are there any other measures that you would like to see included in the draft plan that are currently not included.**

*Please state below.*

.....  
.....  
.....  
.....  
.....

**11. Which of these measures do you do / would you do to improve air quality in York.**

**Provide 3 options – I currently do / I propose to do / I do not propose to do**

- Use my car less
- Walk more
- Cycle more
- Buy an e-Bike / e-scooter
- Use the bus
- Share a lift
- Join a car club / car share scheme
- Shop locally / order online
- Use a lower emission vehicle / electric vehicle
- Switch of vehicle engine when stationary to prevent idling emissions
- Reduce use of open fire / solid fuel burning stove
- Review air quality information available from CYC to help reduce my exposure to poor air quality
- Consider home / business energy efficiency upgrades (e.g. insulation) to reduce carbon and other emissions
- Replace gas boiler with lower carbon / lower emission technologies (e.g. heat pumps)
- Attend community events in York (or online webinars) about energy efficiency / building retrofit solutions

If there are any barriers that prevent you from doing these things at the moment, please provide brief comments below:

.....  
.....  
.....  
.....  
.....

**12. Further comments**

If you have any other specific comments on the draft Air Quality Action Plan or other suggestions for improving air quality in York, write them here:

.....  
.....  
.....  
.....  
.....  
.....

Include thank you message following submission of questionnaire

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

Theme	Item	Lead Officer	Scope
28 November 2023			
<b>Economy (city centre and beyond)</b>	Economic Strategy		Update on implementation, work on inward investment, skills development.
	Devolution		Opportunity to scrutinise, and input into, work and spending decisions related to the committee's remit.
15 January 2024			
<b>Check-in on clients (MIY and GLL) plus update from York BID</b> <i>Possible guests; lead staff from each organisation.</i>	MIY performance update		Update on performance and plans, and pertinent issues discussed when they last presented in July 2022.  Opportunity to scrutinise, and input into, work to decide future Service Level Agreement.
	GLL		Update on performance and plans, plus any particular issues committee members want to focus on.
	York BID update		Update on performance and plans, and pertinent issues discussed when they last presented in July 2022.
27 February 2024			
<b>York's waterworks - a health check</b> <i>Possible guests; Yorkshire Water, Natural England, Canal and Rivers Trust?</i>	The health of our rivers and becks		Report on cleanliness of York's rivers/becks, sewage management, management/support of biodiversity around them.
	Drainage infrastructure		Report on the state of York's drainage infrastructure; covering capacity to meet demand in urban and rural areas, insight into recent and forthcoming investment into repairs/upgrades, scale of challenge faced.
25 March 2024			

<p><b>Our city's assets - using what we've got more effectively to benefit our residents</b></p>	<p>Asset Management</p>		<p>Report on how the Council's Asset Management Strategy (2017-2022) worked and where it's left us now, thinking around the plan for the next five years, chance to have discussion on ideas to feed into this - covering value for money, acquisition, redevelopment, disposal.</p>
<p>25 April 2024</p>			
<p><b>Parking - Digi ResPark, enforcement, plus on street EV charging.</b></p>	<p>Digital ResPark</p>		<p>Follow up on previous scrutiny session held November 2022 covering any recommendations taken on board, problems dealt with since then, other outstanding issues/challenges/opportunities.</p>
	<p>Parking Enforcement</p>		<ul style="list-style-type: none"> <li>- Brief summary of how this service works (for the benefit of the reading/watching public).</li> <li>- Appraisal of the Parking Hot Line (who runs it, are we happy with how it works, relationship between who runs this and CYC).</li> <li>- Performance against demand; <i>how many reports are physically followed up and how quickly, how many of them see enforcement take place, and any other useful KPIs.</i></li> <li>- Pressures faced by the service and its staff; personnel numbers versus workload, vacancies, peaks/troughs in demand, and any specific "problem" areas/themes.</li> <li>- Working relationship with Police who also help with parking offences, especially outside of our service hours.</li> <li>- Use/roll-out of technology to help with enforcement capacity; to what extent is this happening, how are we deploying current resource, is it working, do we need more.</li> <li>- Anything else which Officers would value Members/Public input on; addressing future demand, alternative methods of service delivery, that sort of thing.</li> </ul>



	On-street EV charging		Follow up on previous Scrutiny item on this subject
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**Unallocated items:**

- Planning Enforcement; with particular focus on conditions relating to the Environment.
- City Centre Access Action Plan Review
- How highways projects were prioritised
- A review of the Council’s highways design guide
- How the Council tracks spending on capital projects
  
- **All other items** on previous work plans for previous “Economy and Place” committee, plus any items relating to Access and Transport from any other previous committees.

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