

Executive

Thursday, 19 March 2020

Decisions

Set out below is a summary of the decisions taken at the Executive meeting held on Thursday, 19 March 2020. The wording used does not necessarily reflect the actual wording that will appear in the minutes.

Members are reminded that, should they wish to call in a decision, notice must be given to Democracy Support Group no later than 4pm on the second working day after this meeting.

If you have any queries about any matters referred to in this decision sheet please contact Fiona Young.

5. Protecting Live Music Venues and Nightclubs

Resolved: (i) That the importance of York's live music venues and nightclubs be recognised as an integral part of the city's cultural offer.

(ii) That the work of the York Music Venues Network be endorsed and that the Council be a member of the network through the Executive Member for Culture, Leisure & Communities.

(iii) That the actions set out in paragraphs 6 to 17 of the report be agreed.

Reason In order to respond appropriately to the issues identified in the Council motion.

6. Empty Property Report

Resolved: That Option 2 be approved, and that:

(i) The current strategy and level of resource within the Housing Standards and Adaptations Team be continued.

- (ii) Healthy Homes interventions continue to be carried out, to focus on providing the necessary support to homeowners living in poor housing conditions and to bring back into use empty properties that are in moderate or good condition, with information about homes found to be no longer empty to be shared with Council Tax teams.
- (iii) A progress report and review be provided to the Executive Member for Housing & Community Safety after 6 months.

Reason: While the proportion of empty properties in the City of York is very low and a significant number of those reported as empty were found to be occupied, there is a need to ensure that the council does everything possible to bring viable empty properties back into use.

7. Lowfield Green: Responding to Older Persons' Accommodation Needs

- Resolved:
- (i) That it be noted that the procurement of a developer and operator for a care home on the Lowfield Green site has been terminated.
 - (ii) That approval be given to procure a developer/operator to construct and operate an Extra Care Housing development on the Lowfield Green site (instead of a residential and nursing care home) and that authority to award a contract be delegated to the Corporate Director of Health, Housing & Adult Social Care.
 - (iii) That approval be given to dispose of the site of the proposed Extra Care development to its developer by way of a long lease (125 years), in return for payment of a premium/capital sum.
 - (iv) That an obligation be imposed within the lease to construct and Extra Care accommodation scheme on the land within a specified period and thereafter to operate that scheme for a specified minimum period.

(v) That a covenant be imposed within the lease that the land can only be used for extra care accommodation (and not for any other purpose or use) for a specified period.

(vi) That it be noted that these proposals reflect the views of residents about where and how they want to live in their later years, gathered through a consultation and engagement exercise.

Reason: To enable the development of independent living accommodation with care in response to what residents have said that they want and to work towards the Council Plan ambitions for residents' good health and wellbeing.

8. Climate Emergency Response

Resolved: That the update be noted.

Reason: To confirm that Members have been informed of current progress in respect of carbon reduction activities.

9. Electric Vehicle Charging Strategy

Resolved: (i) That the EV Charging Strategy be approved for adoption.

Reason: The Strategy is necessary to provide direction on future investments into the public charging network, and with the predicted growth in plug-in vehicle sales it is important to formalise the council's approach ahead of investment decisions.

(ii) That the ambition in the Strategy for a minimum of 5% of bays in council-owned car parks will be charging bays by 2023 be endorsed, noting that, based on initial costing estimates, this is expected to cost around £0.8m and that delivery will be subject to successful external funding bids, this being in addition to agreed budgets for Hyperhubs at Monks Cross and Poppleton Bar (£2.2m) and renewal of the existing charging estate (£0.25m).

Reason: In order to assist with the acceleration of EV take-up and to ensure there is robust provision of EV charging points across the city and meet carbon reduction targets, 5% is consistent with current planning policy for developments.

(iii) That the approach to bay management based on the recommendations of the Scrutiny Committee and set out in paragraphs 31-35 of the report be endorsed.

Reason: To provide a fair system for charging and parking, prevent bay blocking and allow efficient management of car parks and charging bays.

(iv) That a standard tariff of 20 p/k/Wh for Fast Chargers and 25 p/kWh for Rapid and Ultra Rapid chargers to agreed, to be reviewed on an annual basis as part of budget setting.

Reason: To ensure a fair tariff for all residents and a sustainable approach to the council-managed EV charging estate.

(v) That it be noted that officers will continue to explore options for on-street parking where viable.

Reason: To ensure there is equal opportunity for all potential users.

(vi) That it be noted that officers will explore options for EV taxi charging in the city centre.

Reason: To assist taxi drivers to utilise EV.

10. Future Fleet Management Policy

Resolved: (i) That the adoption of the draft Vehicle Management Policy at Annex A to the report be noted.

Reason: The policy will formalise the current working practice and strengthen the work to minimise the size of the fleet actually required to deliver council services

(ii) That Option 3 be approved and the transition be commenced to an electric fleet for all vehicles under 3.5 tonnes as part of a four-year programme, by extending the operational life of some existing vehicles, with this to be incorporated into the Fleet Management Policy.

Reason: The transition to an electric fleet will reduce the environmental impact of the council's operations, and taking a phased approach to this will ensure service quality is maintained.

(iii) That officers be asked to continue to explore the options for vehicles over 3.5 tonnes to move away from fossil fuels.

Reason: The alternative fuel technology is evolving rapidly and will be able to support a wide range of tasks undertaken by the council's vehicles; the green technology for heavier vehicles is still emerging, but wherever viable the greenest possible option will be recommended.

(iv) That an allocation of £50k be requested from the One Planet Council capital budget to fund further development and design work to upgrade Hazel Court to operate an electric fleet.

Reason: Hazel Court Depot will be key in the delivery towards an electric fleet, and this upgrade needs to be progressed prior to the final business case.

11. Bus Services Update

Resolved: (i) That it be noted that Clean Air Zone upgrade grant has been allocated to meet the requirements of York's Clean Air Zone and that operators are now procuring new buses or fitting existing buses with upgrade kits.

Reason: To support delivery of the Clean Air Zone programme, in line with Council Plan objectives.

(ii) That the current trial of retro-fitted electric tour buses be ended and discussions entered into with DEFRA to re-allocate the funding within the York bus network.

Reason: The trial of retro-fitted electric open top buses has fallen short of the operators' requirements and exploring the scope for re-use of the funds will allow a new approach to be identified which will best achieve air quality objectives in York.

(iii) That the council submit an Expression of Interest to the Department for Transport's Electric Bus Tour Fund on 30 April.

Reason: A successful bid would improve air quality in York by increasing the proportion of the bus network operated by electric buses.

(iv) That the council not submit an Expression of Interest to the Superbus Fund, but instead monitor Department for Transport (DfT) activity for future bidding opportunities to similar funds and develop projects in conjunction with the LTP refresh.

Reason: Enquiries with the DfT have confirmed that York is not eligible for Superbus funding; however, attracting funding for a similar project in the future would be an opportunity to improve York's bus network.

(v) That the council support ongoing provision of services 3A and 12 using monies from the council Bus Service Operator Grant (BSOG) allocation, and allow expenditure of BSOG in York on other supported bus services at the discretion of the Executive Member for Transport.

Reason: To allow continuation of a well-used service that would otherwise not be affordable within the council's supported bus services constraints, and to allow the council flexibility to subsidise other bus services as and when required to support Council Plan objectives.

(vi) That the council claim an £83.5k allocation from the DfT to support additional tendered bus services, noting the delegated decision about which routes to support that was taken by the Director of Economy & Place in consultation with the Executive Member for Transport and submitted to the DfT.

Reason: To increase the number and variety of bus services available to York residents in line with the objectives of the DfT administered fund.