



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, 21 May 2024
- 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.
- 2. Minutes** (Pages 3 - 12)
To approve and sign the minutes of the Economy, Place, Access, and Transport Policy and Scrutiny Committee meetings held on 25 March 2024 and 25 April 2024.
- 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 17 May 2024.

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

Webcasting of Public Meetings

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

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

- 4. York Local Transport Strategy** (Pages 13 - 20)
This paper outlines the principal areas of activity, in the view of officers, which a new Transport Strategy for York should contain. It is presented to Scrutiny for discussion and comment in advance of Executive in June where more developed proposals will be made.
- 5. Work Plan** (Pages 21 - 28)
Members are asked to consider the Committee's draft work plan for the 2024/25 municipal year.
- 6. Urgent Business**
Any other business which the Chair considers urgent under the Local Government Act 1972.

Democratic Services officer:

Name:

Robert Flintoft

Contact details:

- Telephone – (01904) 555704

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

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

Contact details are set out above.

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

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Declarations of Interest – guidance for Members

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

Type of Interest	You must
Disclosable Pecuniary Interests	Disclose the interest, not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.
Other Registrable Interests (Directly Related) OR 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) OR 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

Meeting	Economy, Place, Access and Transport Scrutiny Committee
Date	25 March 2024
Present	Councillors K Taylor (Chair), Pearson (Vice-Chair), J Burton, Steward, Fenton, Healey, Whitcroft, Hook, Merrett (Substitute) and Nelson
Officers in attendance	Tracey Carter - Director of Housing, Economy & Regeneration Michael Jones - Head of Housing Nick Collins - Head of Property
In attendance	Councillor Lomas – Executive Member for Finance, Performance, Major Projects and Equalities
Apologies	Councillor B Burton

30. Declarations of Interest (17:32)

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.

Cllr Fenton noted that he had a non-prejudicial interest relating to minute 33 *Update on the Asset Management Strategy* as he was a trustee at a community centre which is run from a Council asset.

Cllr Pearson noted that he had a non-prejudicial interest relating to minute 33 *Update on the Asset Management Strategy* as he was a trustee at a community centre which is run from a Council asset.

31. Minutes (17:33)

Resolved: The Committee agreed the minutes of the 27 February 2024 meetings be signed as a correct record.

32. Public Participation (17:36)

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

33. Update on the Asset Management Strategy (17:36)

The Committee considered the report providing an update on the Council's Asset Management Strategy. Officers confirmed that the generates around £6.7m from its commercial portfolio of about 330 properties. It was confirmed that the many of the Council's properties were rented to independent traders in areas such as the Shambles. The Council also maintained office spaces, such as, at its Eco Business Centre which had a focus on startup companies.

It was confirmed that most of the Council's city centre units were occupied. Officers confirmed that there was always a conversation nationally about how to use a Council's commercial activity to support the funding of services. They noted that the Council was heavily commercial but were not in the same position of some Councils who had built billion pound investment portfolios. They noted that the Council's Asset Management Strategy sought to identify opportunities within York that didn't unnecessarily increase risk. The Committee enquired as to where the proposed saving of £800,000 in the Council budget would be identified from the Council's assets. Officers noted that two Council owned cottages were being marketed to be sound at a market price of £400,000 each.

The Committee enquired about the role the new Combined Authority and regional Mayor would have on Council assets and housing delivery. Officers confirmed that the Council would continue to own its assets and that the Mayor would hold a strategic position in Housing delivery, but that the Council would continue to operate its housing delivery programme and housing strategies. Members also enquired as to the Council was in discussion with the combined authority to ensure there would be a presence in York. Officers confirmed that the Combined Authority already rented space at the Councils West Offices building to the Combined Authority and would continue partnership working to ensure there remains a strong voice from York in the authority.

Members questioned the Executive Member for Finance, Performance, Major Projects and Equalities about how the Executives pledge of 100% affordable housing would be implemented. The Executive Member explained that on Council land designated for housing development, these

would be developed either by the Council or registered providers as 100% affordable housing.

Officers confirmed that they were working on 100% affordable housing and in discussion with Members confirmed that there were challenges on some sites to deliver 100% affordable housing but were reviewing this for sites such as 17-21 Piccadilly. Officers confirmed that they would know more after this review but that small city centre sites such as this could pose problems for registered providers to take on and build 100% affordable housing.

The Committee discussed whether the Council could encourage certain types of businesses and promote certain sectors. Officers confirmed that the Asset Management Team worked closely with the Council's Economic Development Team to use the Council's role as one of the city's largest commercial landlords to support the Council's economic strategy.

Members raised questions regarding how the Council was seeking to decarbonise its current portfolio. It was confirmed that the Council had recently been awarded UK SPF funding for decarbonisation work and that they continued to work with the Council's Head of Carbon reduction to access grant funding for further work. Members enquired about whether assets the Council had released to communities to manage would receive support in decarbonising these assets and it was confirmed that the Council did continue to work closely with community groups regarding the maintenance and improvements to these assets.

Finally Members also discussed whether small patches of land in their wards could be handed over for community use. It was noted that these type of sites were often held by highways and could be used for things like underground cables. Members agreed to request that Council's be provided with a guide of what assets the Council owns in their ward. Members were also advised that they could approach the Executive if there was a Council asset they thought could be explored for use by a community group or project.

Resolved:

- i. Noted the progress made against the actions as set out in the Asset Management Strategy;
- ii. Officers would share with Council's a guide to help identify all Council owned assets by ward.

Reason: To ensure the Committee are content with the progress made against the actions in the Asset Management Strategy.

34. Work Plan (18:45)

Members confirmed that the full task and finish group report into Dial and Ride would no longer be ready for the Committees April meeting. It was therefore agreed that a brief update would be provided on the progress of the task and finish group. The Committee also discussed work planning for the next municipal year, other potential task and finish groups, and how they could engage residents in identifying agenda items.

Resolved:

- i. Noted the Committee work plan.
- ii. The Chair of the Committee to explore how residents could be engaged in work plan setting and to draft a list of potential items the Committee could consider in the next municipal year.

Reason: To ensure the Committee maintains a programme of work.

Cllr Taylor, Chair

[The meeting started at 5.32 pm and finished at 7.00 pm].

Meeting	Economy, Place, Access and Transport Scrutiny Committee
Date	25 April 2024
Present	Councillors K Taylor (Chair), Pearson (Vice-Chair), B Burton, J Burton, Fenton, Hook, Nelson, Rose (Substitute) and Steward
Officers in Attendance	James Gilchrist - Director Environment, Transport and Planning Andrew Leadbetter - Transport Project Manager
Apologies	Councillors Healey and Whitcroft

35. Declarations of Interest (17:32)

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

36. Minutes (17:33)

It was noted the minutes of the Committee's 27 February 2024 minutes which had already been confirmed as a correct record were included in the agenda by mistake. Therefore it was confirmed that the minutes from the 25 March 2024 would be included in the agenda for the Committee's 21 May 2024 meeting.

37. Public Participation (17:34)

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

Cllr Merrett spoke on residents parking, he confirmed that he was pleased to see the technical challenges from the launch of the digital permit system had been addressed. He noted his concern that the loss of visible permits meant that communities could no longer enforce the residents parking in their area.

38. Digital Residents Parking and Parking Enforcement (17:39)

Officers introduced the report into Digital Residents Parking and Parking Enforcement. They confirmed that the Council implemented a new parking system in 2021-22 which included changes to the customer journey and introduced online self-service. On parking enforcement officers noted that the Council was currently advertising to fill four vacant Civil Enforcement Officers.

The Committee asked about access to paper parking permits and it was confirmed that these remained available to customers that wished to remain on the physical permit route within the customer journey. Officers noted the suggestion from the Committee that some residents would engage in resident parking enforcement when there were physical permits that could be checked. It was therefore noted that the Council was exploring the ability for residents to check for digital permits via searching a database of registration numbers.

Members raised questions regarding the Councils ability to police traffic management offenses. Officers confirmed that the Council could only currently enforce bus lanes, all other traffic management offense enforcement was covered by the Police. The Council had applied to government for additional powers but was yet to be granted these powers. The Committee specifically highlighted concerns around parking outside of schools and the Executive Member for Economy and Transport welcomed member engagement with the Local Transport Strategy Consultation on this issue.

The Committee agreed that parking issues were a major concern for residents and something which Councillors were often contacted on. Members noted that not all Councillors were always aware of the best way to raise issues around parking to the Council. Officers confirmed that there were options such as organised petitions for things such as residents parking and double yellow lines Councillors could explore. They also noted that specific training in regards to parking could be arranged for Councillors if this would be beneficial to Councillors.

Members enquired regarding the experience residents had when calling to report parking issues. Officers noted that the service was 7 days a week and was a nationally run hotline. Members raised concerns that residents were not always asked the same questions when calling to report issues to the national hotline and were unsure if issues were resolved. Officers confirmed that they could explore access to feedback and a review of caller scripts to explore if a more consistent approach could be undertaken.

Resolved:

- i. That Officers and the Executive Member pass on the thanks of the Committee to the Council's Civil Enforcement Officers for their hard work;
- ii. That Officers consider what guidance could be provided to Councillors on how to approach parking enforcement issues;
- iii. That Officers would review the information the Council includes on its website regarding parking enforcement and to ask to review the scripts provided on the national parking enforcement hotline and provide feedback for a more consistent approach;
- iv. Officers to feedback to Committee members parking income data;
- v. Officers to consider whether a live list could be published online with the progress of approved Traffic Regulation Orders.

Reason: To support the improvement of parking enforcement in the city.

39. Electric Vehicle Gully Charging (18:52)

Officers introduced the Electric Vehicle Gully Charging report. They outlined the work undertaken by the Council around electric vehicle charging since the adoption of the Electric Vehicle Charging Strategy in 2020. Officers confirmed that they were not recommending gully charging to the Executive due to a number of issues but it remained a part of the Council's discussions with the Energy Saving Trust workshops.

The Committee discussed the challenges associated with gully charging. It was confirmed that issues remained around areas such as road safety, as well as, on street parking being a public highway rather than a designated space for an individual. Members enquired as to whether the Council would consider gully charging if a resident wished to pay for it themselves. Officers confirmed that they continued to review on street charging as part of the Council's strategy but the challenges would remain whether it was Council or privately owned gully charging.

Community charging points were therefore discussed as an alternative to gully charging or private charging points in drive ways. Members and officers agreed that there was potential for the use of areas such as at council owned sites and buildings for Electric Vehicle charging. As part of the Council's Electric Vehicle Charging Strategy, officers confirmed that its next investment would be for more close to home standard charging sites. Officers acknowledged concerns raised by Members regarding charging

times and noted that with longer battery lives and average usage, more local charging points would alleviate these issues.

The Committee raised concerns about the current cost of charging. Officers confirmed that as energy prices reduce they would want and expect the cost of charging to decrease. It was noted that the Council currently charged lower than the average commercial rate for electric vehicle charging on its charging sites. It was also noted that the Council was the largest provider of electric vehicle charging in the city, which provided some ability to control prices.

Reliability of Council electric vehicle charging sites were discussed. Members questioned whether current charging stations were sufficiently accessible and operating effectively enough, for current users and to encourage more drivers to switch to electric vehicles. Officers noted that the Council's data showed them a robust system but agreed that both in the city and nationally there remained access issues and while York was performing well, the Council aimed to provide more options locally. Members enquired as to whether the Council could seek private involvement in residential charging schemes. Officers confirmed that there wasn't currently an interest from commercial providers for residential charging, with the main interest commercially being in motorway services.

Resolved:

- i. Noted the Electric Vehicle Gully Charging report;
- ii. Committee members to provide feedback to officers regarding the next Electric Vehicle Charging Strategy.

Reason: To ensure the Committee remain engaged with the development of Electric Vehicle charging within the city.

40. Task and Finish Group update: Dial and Ride Community Transport Services (20:03)

The Dial and Ride Community Transport Services Task and Finish Group provided an update on their work to the Committee. They confirmed that they had gathered evidence from a range of sources and had talked to over 40 representors. The Group confirmed that they aimed for their report to be brought back to the Committee in June.

Resolved:

- i. Noted the update from the task and finish group.

Reason: So that the Committee remain up to date on the work of the Dial and Ride Community Transport Services Task and Finish Group

41. Work Plan (20:05)

The Committee discussed work planning for their schedule of meetings in 2024/25. The Committee agreed to consider the Local Transport Plan update at its May meeting and would join in with the Councils other Scrutiny committees in considering a York pipeline of Scrutiny topics for the Combined Authority in June.

Members agreed that the chair would discuss with officers a draft timetable of work to be shared with the Committee for consideration at the Committees May meeting.

Resolved:

- i. That the Chair of the Committee would discuss with officers a draft timetable of work to be shared with the Committee for consideration at the Committees May meeting.

Reason: To ensure the Committee has a programme of work for 2024-25.

Cllr Taylor, Chair

[The meeting started at 5.30 pm and finished at 8.19 pm].

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***Scrutiny Committee for Environment, Place
and Transport***

21st May 2024

Report of the Director of Transport, Environment and Planning

YORK LOCAL TRANSPORT STRATEGY

Summary

1. In March 2024 Executive reviewed initial feedback from “Our Big Transport Conversation” – an engagement exercise which took place between November 2023 and February 2024 around 10 transport “Policy Focus Areas” reflecting the council’s four key priorities in the 2023-2027 Council Plan that focus on Equalities and Human Rights, Affordability, Climate and Health and Wellbeing (EACH Priorities). Executive then instructed officers to prepare a Transport Strategy based around the feedback received.
2. Officers are currently looking at the more detailed responses particularly the identification of pinch points for different modes, a first review of this will be presented to Scrutiny at the meeting.
3. This paper outlines the principal areas of activity, in the view of officers, which a new Transport Strategy for York should contain. It is presented to Scrutiny for discussion and comment in advance of Executive in June where more developed proposals will be made.

Background

4. The task of defining a new transport strategy for York – to respond to the Council’s EACH priorities and guide negotiations for transport investment with the new Mayoral Combined Authority (which will become the Local Transport Authority for the York and North Yorkshire area) is significant. The new Mayor is responsible for the statutory Local Transport Plan.
5. Transport, its provision and organisation, can be contentious and because of this a wide ranging engagement has taken place to assess

public views on transport provision in York and the 10 policy focus areas adopted by the new Council Executive.

6. Figure 1 (below) shows an overview of that consultation. The ten policy focus areas or visions which were presented were overwhelmingly endorsed in the engagement. It was clear that the majority wished to improve accessibility, active travel, public transport, reduce car dependency and the impacts of road freight movements on the city, whilst also reducing the environmental impact of transport and looking to improve the amenity of York.
7. Answers to further questions demonstrated that respondents were willing to consider measures such as reallocating road space from private vehicle to sustainable modes to achieve change. The full detail is being worked through and will be published on the open data platform.



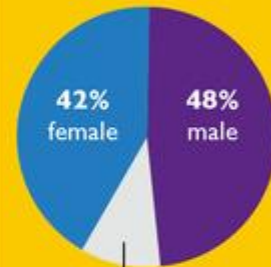
Headline results

Thank you to everyone! These are our interim results – more detailed analysis will follow.



- Conversations with interest groups** ranging from
- environment and heritage
 - disabled residents
 - business and tourism groups
 - learning disability self advocates
 - schools and colleges
 - NHS patients
 - cycling and walking groups
 - bus users
 - older people

Online respondents only (ie not the people we met in person)



- 10%** No gender stated
- Largest age categories
- 29%** 40-55
 - 26%** Over 65s
 - 18%** 25-39
 - 18%** 56-65
- 25%** identified themselves as having a disability

Support for the 10 policy focus areas



8. Officers have considered these findings, alongside technical information, such as the traffic modelling for the Local Plan <https://www.york.gov.uk/downloads/file/8131/ex-cyc-87a-local-plan-modelling-report> and the strategies being followed in other towns and cities in the UK and elsewhere. This work has allowed a distillation of the principal elements of a transport strategy for York which would increase the use of the least carbon intensive and most affordable, healthy and accessible forms of transport. Looking at exemplars in other towns and cities, it is clear that they share common characteristics, principally:
 - a. Sustainable modes are upgraded. This often means providing better facilities for cyclists (for example, segregated cycle lanes) and upgraded public transport through electrifying bus fleets, investing in tram and rail networks, improving bus service frequencies and/ or reducing fares;
 - b. More space is provided in the city centre, where there is most transport activity, to give greater priority to active modes and public transport. This is achieved by reallocating roadspace from general traffic to sustainable modes;
 - c. Removing traffic allows the quality of the streets in the city centre to be improved. Vehicle carriageways are narrowed or removed and clutter like traffic signals and signposts are removed. Reduced wear and tear from motor vehicles mean that roads can be resurfaced in higher quality and more attractive materials;
 - d. In some places, consolidation of surface parking provides sites which can be redeveloped to regenerate areas;
 - e. Noise and air pollution have then fallen in response to reduced traffic levels. Walking, cycling and public transport use increase.
9. A crucial ingredient of successful projects has been careful planning and engagement: in each project local authorities have worked with stakeholders in the town or city to deliver the change. Engagement and co-design has been an important element in reducing the contentiousness of the changes being proposed and ensuring as many people as possible are content with the changes being made.
10. If this is read across to a York context, a number of key ingredients for a new transport strategy can be identified. Very broadly these are:

- a. To achieve an objective of shift in peoples' behaviour to using sustainable transport modes more it would be necessary to upgrade these modes so that they are safer, better quality, more reliable and in some cases more affordable. Fear of increasing congestion in York – assessed either through public perception in Our Big Transport Conversation – or more technical assessments using the city's transport model – has historically been a significant barrier to improving sustainable modes, but the consultation suggests this may be changing.
 - b. As such, alongside already committed investment to improve bus services (through York's Bus Service Improvement Plan) and the identification of improvements to active travel routes, there is a need to significantly enhance York's transport network for sustainable modes. There is a question of how this could be done, where and when.
 - c. There is an opportunity to respond to the engagement through a number of "Quick Win" projects. These could focus on smaller measures which do not require additional funding. An example could be adjusting traffic signals so that pedestrians, cyclists and bus services are given greater priority.
 - d. Community engagement is essential, this will continue as we deliver the projects such as those to improve bus service performance particularly in central York. This will include identifying appropriate mitigations for groups who are adversely impacted by measures as well as elements of co-design to maximise the benefits to sustainable modes of the changes which will be made. Ultimately decisions will need to balance both city wide and immediate resident perspectives.
11. In the medium term it is clear that there may need to be significant further changes to transport systems in York in order to deliver the views expressed in Our Big Transport Conversation and respond to identified technical issues such as clusters of road accidents, air quality management areas, congestion and CO2 emissions. Some UK authorities (for example, Glasgow) are producing "Movement and Place" plans which seek to balance the tensions between "Movement" (ie of traffic) and "Place" (ie places where people live or work but are adversely impacted by traffic flows, air and noise pollution), and this approach was endorsed by 81% of the respondents to Our Big Transport Conversation. As such, a further key ingredient of York's new Local Transport Strategy will be to produce a "Movement and Place Plan" for the whole council

area. It is proposed by officers that discussions commence with the York and North Yorkshire Mayoral Combined Authority about the role they might play in developing this Plan, reflecting the importance of York in the YNY sub-region.

12. The Movement and Place Plan will guide many things, including:
 - a. Delivering the 10 Policy Focus areas by identifying specific projects as endorsed by the consultation on Local Transport Strategy.
 - b. Identifying and deciding the role transport networks play depending on their use/locality and the places they pass through.
 - c. Defining a “Shaping Healthy Places” programme – responding to the support of this by 85% of respondents to Our Big Transport Conversation
 - d. Considering transport as part of regeneration, forward planning and facilitator of new development and economic growth around York, including links to central York, master planning and highway design that is appropriate to the place be that a village centre, the outer ring road, a distributor road or outside a school.
 - e. How best to manage tensions between movement and place where these are currently most acute – for example, parts of the inner ring road and its approaches (such as Gillygate) where air quality is poor/ there are existing Air Quality Management Areas.
13. Scrutiny members are asked to either consider these broad recommendations by officers – and request further work on the proposals for the new York Local Transport Strategy, or suggest alternative approaches which they feel better reflect the EACH priorities and feedback received through Our Big Transport Conversation.

Consultation

14. This report is informed by the consultation/ engagement in Our Big Transport Conversation, with Annex A of the report providing more detail from the consultation. Other results from the consultation are shown in the Annex to the March 2024 Executive report (<https://democracy.york.gov.uk/documents/b39149/Annex%20B%20Our%20Big%20Transport%20Conversation%20Summary%20Report%20Thursday%2014-Mar-2024%2017.30%20Executive.pdf?T=9>)

Options

- 15. Members are asked to either endorse the broad approach recommended by officers or propose an alternative approach.

Council Plan

- 16. The EACH priorities expressed in the Council Plan are central to the engagement in Our Big Transport Conversation and guide the recommendations of this report.

Contact Details

Author:

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Chief Officer Responsible for the report:

James Gilchrist
Director of Transport, Environment and Planning

Report Approved

Date 13/05/24

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

All

For further information please contact the author of the report

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

Quarterly finance and performance monitoring reports:

To include along with papers for the relevant committee date, but not to be treated as a substantive agenda item. We can still raise questions/comments about them though by exception if Members wish to; perhaps then following up with specific agenda item in future.

Possible Task and Finish Groups to run in parallel. *Detailed scope needs working out between interested Members prior to committee approval.*

- Grass verges, etc?

Interested Members: Cllrs Hook, Steward, and Taylor.

- Broadband installation issues?

Interested Members: Cllrs Hook and Nelson

Role of Executive Members:

- Expected to attend items relevant to their portfolio area

- Committee Members to maintain sight of Executive business and flag up specific issues/reports to bring to committee for scrutiny, pending space on the workplan.

Other notes for info:

To give sufficient notice we should aim to confirm these no later than 2 calendar months prior to each meeting. We should aim to keep to two substantive items per meeting to give the Committee sufficient time to properly consider an item.

Theme	Item	Lead Officer	Scope
21 May 2024			
	Local Transport Plan update / latest consultation / upcoming decisions?	James Gilchrist Michael Howard Julian Ridge	
25 June 2024			
	York pipeline of proposals for Combined Authority	Samuel Blyth	
	Yorkshire Water - sewage dumping / performance / improvement plans?		
30 July 2024			
	(Out-turn) Finance and Performance Monitoring Report	Patrick Looker	
	Broadband: management of installation process and its impact on communities, maximising connectivity in harder-to-reach / isolated areas.		
	Toilet provision across the city: improving the public offer.		

24 September 2024			
	(Q1) Finance and Performance Monitoring Report	Patrick Looker	
	Neighbourhood Caretakers: can Scrutiny inform these plans?	James Gilchrist Ben Grabham	
	Travel to School - plans for each school to make daily journeys safer, increase active travel, reduce congestion and air pollution around school sites		
22 October 2024			
	City centre access: reviewing the implementation / restoration of access for blue badge holders; including data on the numbers/types of vehicles accessing during foot street hours. Plus		

	looking at faults with HVB.		
26 November 2024			
	(Q2) Finance and Performance Monitoring Report	Patrick Looker	
10 December 2024			
	Economic Strategy progress update?		
	Economic Development - CYC / MIY / MCA / York Economic Partnership?		
28 January 2025			
	Garden waste collections: review of implantation of charging arrangements (when ready)	James Gilchrist Ben Grabham	
	Review of bags to bins		
	Recycling (particularly garden waste / composting) and how the Council can increase		

	rates, as well as education about recycling opportunities, across the city.		
25 March 2025			
	(Q3) Finance and Performance Monitoring Report	Patrick Looker	
29 April 2025			

Potential Scrutiny agenda items suggested by Committee Members:

Economy

- Economic Development: who does what between CYC, Make It York, and the Mayor / Combined Authority. Also role of York’s Economic Partnership?
- York’s Gender Pay Gap
- Tourism Levy: what’s being done elsewhere, what is possible here?
- Focus on Council-owned / part-owned companies?

Place

- Planning Enforcement / Member involvement in Planning
- Make It York - normally receive annual update but - *what would we specifically want from them? Possibly something on relationship with market traders and plans for the market.*
- York BID - normally receive annual update - as above, and is the scrutiny of their business membership sufficient given our limited meeting time?

- Recycling (particularly garden waste / composting) and how the Council can increase rates, as well as education about recycling opportunities, across the city.
- York Central: once the Master Developers start progressing their plans, could this committee have a role in giving early steer on them for relevant items?
- Garden waste collections: review of implantation of charging arrangements (when ready)
- Review of bags to bins initiative
- Neighbourhood Caretakers: can Scrutiny inform these plans?
- Budget savings: 2024/25 budget includes £900k savings in service delivery, transformation, and procurement across Place Directorate – can Scrutiny review any proposals lined up for services under EPAT’s remit? Covered by F&P Monitoring reports?
- Yorkshire Water / Sewage dumping and plans to improve their performance

Access

- Broadband: management of installation process and its impact on communities, maximising connectivity in harder-to-reach / isolated areas.
- Toilet provision across the city: improving the public offer.
- Age Friendly York: Can Scrutiny assist their Evolving Action Plan?
- City centre access: reviewing the implementation / restoration of access for blue badge holders; including data on the numbers/types of vehicles accessing during foot street hours. Plus looking at faults with HVB.

Transport

- Buses: network coverage and frequency, BSIP plan implementation and use of funding, improving the Enhanced Bus Partnership, Integration with Railway Station / Park & Ride, Bus Stop improvements, Passenger Information
- Car Parking: provision across the city covering public, private and Park & Ride, income received, use, impact on closing Castle Car Park on the wider estate, wider aims e.g. shifting to less polluting vehicles.
- Parking enforcement and residents parking: cost, usage, equality, conditions relating to the Environment, use of any surplus generated, providing services the third parties e.g. car tax and insurance enforcement.

- Bus lane enforcement on Coppergate - drop between July 2023 and October 2023 / ANPR enforcement across the city.
- Transport Strategy: Local Transport Plan, who will do what between CYC / NYCC / YNYCA, forward plan of decisions and upcoming consultations.
- On-street EV charging.
- Review of Council's pedestrian crossing policy
- Travel to School – plans for each school to make daily journeys safer, increase active travel, reduce congestion and air pollution around school sites

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