



Notice of a public meeting of

Economy, Place, Access and Transport Scrutiny Committee

- To:** Councillors K Taylor (Chair), B Burton, J Burton, Fenton, Healey (Vice-Chair), Hook, Whitcroft, Steward, Vassie and Merrett
- Date:** Tuesday, 26 November 2024
- Time:** 5.30 pm
- Venue:** West Offices - Station Rise, York YO1 6GA

AGENDA

- 1. Apologies for Absence**
To receive and note apologies for absence.
- 2. 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.
- 3. Minutes** (Pages 3 - 8)
To approve and sign the minutes of the Economy, Place, Access, and Transport Policy and Scrutiny Committee meetings held on 22 October 2024.

4. **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 22 November 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.

Written representations in respect of items on this agenda should be submitted to Democratic Services by 5.00pm on Friday 22 November 2024.

5. **Travel to School** (Pages 9 - 24)

This report presents background information on home to school travel planning in York. It sets out the policy background for home to school travel and presents the current approach and resources provided for this function in York. It then lays out the options available to local authorities and asks Members for their views on the extent to which the various instruments available should be used in York.

6. Update on Recycling (Pages 25 - 56)

This report outlines the existing recycling practices and evaluates current performance with respect to collection and disposal methods.

7. Work Plan (Pages 57 - 62)

Members are asked to consider the Committee's work plan for the 2024/25 municipal year.

8. 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
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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 (ہولی) میں بھی میا کی جا سکتی ہیں۔ (Urdu)

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	22 October 2024
Present	Councillors K Taylor (Chair), B Burton, J Burton, Fenton, Healey (Vice-Chair), Hook, Whitcroft, Steward, Merrett and Knight
Officers in attendance	James Gilchrist - Director of Environment, Transport and Planning Patrick Looker - Head of Service Finance Helene Vergereau - Head of Highway Access and Development
Executive Members in attendance	Councillors Ravilious and Kilbane
Apologies	Councillor Vassie

16. Apologies for Absence (17:31)

It was confirmed that Cllr Vassie had given his apologies and Cllr Knight joined as a substitute.

17. Declarations of Interest (17:31)

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.

18. Minutes (17:32)

Resolved: The Committee agreed the minutes of the 24 September 2024 meetings be signed as a correct record, with resolved iii to minute 14 be amended to:

‘That the Committee recommended that officers include the current public right of way rail crossing location in Copmanthorpe within the Local Cycling and Walking

Infrastructure Plan.’

19. Public Participation (17:34)

It was reported that there had been 2 registrations to speak at the meeting under the Council’s Public Participation Scheme.

Flick Williams spoke about the temporary removal of blue badge holder access to the city centre during the Christmas Market and asked how this was not a breach of people’s human rights. She stated that the Council needed to embed the social model of disability.

Georgina Duffill raised concerns about the danger posed by potholes to cyclists in the east side of the city and asked what the Council would do about fixing roads. She also asked what could be done about an increase in low flying air traffic and the noise pollution it causes.

20. 2024/25 Finance and Performance Monitor 1 (17:44)

The Committee considered the finance and performance monitor 1 report. Members enquired about the Council’s performance on road maintenance and why figures York had 25% of roads in need of maintenance work compared to an average of 6% across the country. Officers confirmed that they would review the statistics on road maintenance to review York’s performance against other local authorities. Officers confirmed that the Council receives Department for Transport funding for road maintenance and that the Council provides more than double the amount received in funding for maintenance work. It was noted that the Council follows good practice model in the Highways Asset Plan. Officers also confirmed that they would review data available for what impact there had been on cycling.

Members enquired about shop vacancies and asked why it was that there appeared to be a higher number of vacancies in the city centre compared to York more widely. Officers confirmed that they would enquire with the Council’s properties team regarding vacancies in the city centre, but noted that, statistics did show that York was performing better than the regional average for shop vacancies. The Committee also requested greater detail on the figures in the report regarding the gender pay gap. Officers confirmed they would review the data and provide further details.

Officers highlighted that the take up number for garden waste subscriptions in the report had been an estimate and that the scheme was performing

better than had been estimated in the report. Members enquired as to whether changes to Council policy around missed waste collection would affect the data collection. Officers confirmed that they would review and come back to the Committee on whether there would need to be changes to how they measured missed waste collections following changes to the policy.

Resolved:

- i. To request that officers explore and feedback to the Committee on why City of York Council has the percentage of nonprincipal roads in York where maintenance should be considered at 25% in 2023-24 when the national average was 6% and regional average was 3%;
- ii. To request that officers explore and feedback to the Committee where there is a higher number of shop vacancies in the city centre, compared to outside of York city centre;
- iii. To request that officers explore and feedback on whether the Council's new policy in relation to bin collections has affected data on the reporting of missed bin collections;
- iv. To request that officers provide greater detail on gender pay gap figures;
- v. To request that officers feedback to the Committee regarding what data the Council has in relation to road maintenance levels and any impact on cyclists;

Reason: To ensure the Committee continue to scrutinise the Council's finance and performance in relation to the Committee's remit.

21. City centre access: reviewing the implementation (18:04)

The Director of Environment, Transport and Planning introduced the report on city centre access. He outlined that the Council had reinstated blue badge access in January 2024, after a public consultation. He confirmed that the Council had facilitated access through staffed barriers while HVM bollards were being installed. Members enquired about how access through the bollards would function. The Director confirmed that there had not been a decision made on future operating systems and that the Council would be working with blue badge holders and the York Access Forum on how access could operate.

The Committee enquired as to how the Anti-terror Traffic Regulation Order would operate in relation to the HVM bollards. Officers confirmed that Anti-terror Traffic Regulation Order would be an order which would allow the

police if deemed required to close access to the city centre on a short-term basis.

Access to the city centre for blue badge holders during the period the Christmas market was in operation was raised by Members as access was to be restricted. The Director outlined that organisation for the Christmas market was done a year in advance and therefore when blue badge access was reinstated it was agreed that during this year's market, blue badge access would be restricted. He noted that the Council had discussed with the Police regarding reducing foot street hours during the Christmas market, however, the Police were not supportive of a reduction in foot street hours to provide more access for blue badge holders.

Members enquired about the risk profile regarding the Christmas market considering the Council's decision to reinstate access in January 2024. The Director highlighted that there was an increase on footfall numbers during the period compared to even the busiest days during periods such as the summer holidays. He also noted that the increased foot fall was only one factor to consider, and that concern was also raised regarding the profile of Christmas markets and the threat terror incidents had posed at high profile events. The Committee enquired about whether they could review the advice provided by Police and it was confirmed this would be shared confidentially with Committee members pending approval to share the advice by the Council's Monitoring Officer.

The Committee discussed how the Christmas market could operate in future years and the prospect of spreading out the market across the city centre. The Executive Member for Transport outlined her support for exploring options for how the market could operate and that the Council would work with Make it York and the Police regarding this.

Resolved:

- i. That the Committee requested that they have shared with them the advice from the Safety Advisory Group regarding the Christmas Market;
- ii. To recommend that the Executive explore all possible options to ensure blue badge access to the city centre during the period of the Christmas market, including the layout of future Christmas Markets.

Reason: To support access for blue badge holders to the city centre while maintaining safety for all those accessing the city.

22. Broadband management of installation process and its impact on communities (18:56)

Officers introduced the report on the installation of broadband. Officers noted that the Council's main role in the installation process was in relation to road works. They confirmed that about one third of the Council's road work permits were for works undertaken by telecom companies. It was confirmed that the Council was not in charge of broadband rollout and where rollout took place was a commercial decision for the telecom companies.

The Committee enquired about the inspecting of broadband installation works. Officers confirmed that between 60 and 70% of sites were inspected by the Council with a focus on live sites to ensure safety and accessibility. Members enquired about the Council's powers relating to inspections and whether biodiversity could be included as a criteria for inspections. Officers confirmed that if companies remained within national guidelines there was limits to enforcement but that they could raise issues around biodiversity.

Members enquired as to whether there were powers held by the Council to prevent installation in places where the Council had just completed road works. Officers noted that in limited situations they could use powers under Section 58, however, this also would come with the issue that if work was prevented it would potentially stop an area getting access to super-fast broadband. Members enquired as to how they could remain updated on works being undertaken across the city and officers highlighted that Members and residents could keep up to date by going to <https://www.york.gov.uk/roadworks>.

Resolved:

- i. Noted the report.

Reason: To remain updated on the installation process and its impact on communities of broadband.

23. Work Plan (19:26)

The Chair informed the Committee that the Executive had asked whether the Neighbourhood Caretakers item which had been scheduled for the Committee's November meeting be postponed until 28 January 2025. Therefore, the Committee discussed what items could be considered at the November meeting of the Committee.

Resolved:

- i. To delegate to the chair and vice chair the reorganisation where needed of Work Plan items;
- ii. To invite the mayor of the combined authority to the Committees December meeting to discuss Economic Development.

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

Cllr Taylor, Chair

[The meeting started at 5.30 pm and finished at 7.37 pm].



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

26th November 2024

Report of the Director of Environment, Transport and Planning

Travel to School - plans for each school to make daily journeys safer, increase active travel, reduce congestion and air pollution around school sites.

Summary

1. This report presents background information on home to school travel planning in York. It sets out the policy background for home to school travel and presents the current approach and resources provided for this function in York. It then lays out the options available to local authorities and asks Members for their views on the extent to which the various instruments available should be used in York.

Background and opportunity

2. York's new Local Transport Strategy (LTS) supports moves to improve travel to school for those using sustainable modes of transport. This is desirable for a whole series of wider policy objectives, including:
 - Increasing actual and perceived safety by reducing vehicle movements around schools
 - Improving air quality and reducing pollution around schools
 - Increasing physical activity amongst young people and reducing levels of childhood obesity
 - Reducing carbon emissions by reducing car use
 - Reducing congestion at school start/ end times¹
 - Encouraging the independence of young people

¹ Around 20% of traffic in the AM Peak hour is estimated to come from school traffic – which is one reason why congestion is usually significantly lower during the school holidays.

3. There are also time, and money, savings available to parents and carers if children are able to travel independently to and from school and do not require set down and pick up².
4. The new LTS recognises this situation in a number of its policies, including:
 - **Policy 2.2** – Create a priority walking, and wheeling network, jointly with partners including the disabled community, walking and environmental groups, developers and employers. This network will offer safe, high quality continuous routes to the city centre, all district and village centres, schools, colleges, healthcare facilities, shops and places of employment. We envisage this network will, once complete, cover the whole city to provide a joined-up network.
 - **Policy 3.8** – Our approach to transport planning for the future will use the ‘Decide and Provide’ approach which decides on a preferred future, assessing what travel needs that will generate and providing a development path best suited to achieving this. This is to mitigate against development which increases vehicle traffic in York.
 - **Policy 6.4** – To make travel safer for pedestrians, wheelers and cyclists, adopt 20mph as the default speed limit for all roads through residential areas (including new developments), within the city centre, near schools, in villages and at retail areas and parks.
 - **Policy 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 managing risk, minimising disruption and delay, and increasing the reliability of the network.
 - **Policy 7.1** – Encourage walking, wheeling and cycling to school and work by working with schools, developers and employers, helping to create 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

² Potentially there will be households in York who feel they need to own a car, or a second car, because they require it for the journey to school, and can be freed from the cost of this by home to school transport on foot, cycle or by bus which allows pupils to travel independently.

expenditure on transport and living more active lives in the process.

5. More generally, a policy to increase sustainable transport use on the journey to school assists delivery of Policy Focus Area 3 “Shape Healthy Places” and Policy Focus Area 7 “Reduce car dependency”.
6. The policy of “school streets” also performed well in the prioritised LTS Implementation Plan adopted by CYC Executive earlier this month. This Implementation Plan identified that this policy supported 6 of York’s 10 Policy Focus Areas, presented good value for money³, and had no significant obstacles to implementation. It was therefore selected as one of the interventions in the “Expand Existing Programme” prioritisation category.
7. As such, it can be concluded that increasing sustainable travel to school is extremely well aligned with York’s transport policy objectives and, because transport policies are aligned with the wider Council Plan EACH priorities, it is aligned with the Council’s wider objective set for York.

The nature of travel to and from school

8. Like many aspects of transport, travel to and from school is “messy”. There is no one “journey to school” and the journey to school changes as pupils progress through the education system and nearly all the streets in York will be used for a journey to school by somebody. Although there is always a danger of generalising, many – though by no means all – primary pupils will live relatively close to their school. Journeys to secondary school are often longer, and those pupils in 16-18 education may have not just journeys to their school or college, but also a need to travel to work placements or evening classes as part of their education – so can have quite complex travel patterns. For parents and carers the priority is simply to get pupils to school safely.

³ On the basis of appraisals of similar schemes elsewhere, every £1 spent on school travel planning could be expected to realise £2.90 of social benefits. This places it within the DfT’s “High” value for money category for transport investment.

9. The ability of pupils to travel independently changes as their education progresses – very few pupils in Key Stage 1⁴ will travel independently to school (and many schools have safeguarding policies which require pupils to be collected by a parent or carer up until a certain age in any case). By the age of 16-18 pupils are highly likely to be travelling independently, including a proportion who will drive themselves to school and college. In the upper age group, pupils will also often be combining their education with other activities such as part time work or higher-level participation in sports and arts activities, such as participation in music, which themselves have educational value.
10. This has the implication that different interventions are effective at different education stages.
11. Of course, the choice of mode for the journey to school is also influenced by many other factors – how far do pupils travel between their home and school? Is highway infrastructure available to let those journeys be made safely by active modes⁵? Are bus services available and affordable? In some cases pupils are entitled to assistance with home to school transport, often school buses but sometimes taxis, cycle allowances or fuel payments to parents – as set out in York’s “Home to School Transport Policy⁶”. In some cases, the trip to school can be easily trip chained with a parent or carer’s commute or other trip making; in others the choice of mode for the trip to school – often on a day-to-day basis - may be dictated by the need to care for pre-school-age children and the general level of unpredictability of life in meeting the needs of very small children.
12. This level of changeability obviously means that some groups of school children are more able to travel sustainably than others. Local authorities wishing to influence the trip to school need to consider where their actions can make the greatest contribution towards meeting

⁴ Aged 7 or less

⁵ A particular issue in villages and rural areas. In York around one-third of the population live outside the A64/ A1237 ring roads, but there are no secondary schools outside the A64/ A1237 and some substantial villages are located some distance from the nearest school (e.g. Strensall, Wigginton, Copmanthorpe).

their objectives – and consider that they have an enabling role in regards travel to and from school.

Policies and Initiatives

13. There are many ingredients to provision of effective support for sustainable travel to school. There are many exemplar authorities from which York can seek inspiration, but common ingredients of an effective policy to enable sustainable travel to school should include:

- Infrastructure:
 - A network of safe routes to school. This should include pedestrian crossings, on-road segregated cycle routes⁷, footways (including alongside rural roads), bus stops and shelters
 - “Safe” infrastructure around schools, including school streets and people streets, where motor vehicles are excluded at certain times of day
 - Secure cycle parking at the school itself
- Revenue interventions:
 - Effective bus services connecting schools with the areas where pupils live (particularly important for Key Stage 3 and above)
 - Cycle training/ road safety training/ school crossing patrols
 - Information about how to travel to and from school safely by sustainable transport (walk/ cycle routes and bus services)
 - Support for sustainable travel programmes not just from transport teams, but also teachers and school leaders

14. There is also a role for voluntary involvement – for example arrangements for “walking buses” or group cycling to school. This is often led by parents and carers.

15. CYC’s Education Department is already working with pupils, providing training to help those who can use buses instead of taxis to do so – and this had been effective in changing how some pupils travel.

⁶ <https://www.york.gov.uk/downloads/file/7944/transport-to-school-or-college-policy-2024-25>

⁷ LTN 1/20 (the DfT guidance for cycle infrastructure design) suggests that cycling infrastructure should be designed so that it can be safely used by a 12 year old cyclist.

16. However, an effective working relationship between the council and schools is very important. The move towards academisation has reduced the direct linkage between schools and local authorities – but this is not necessarily a barrier to effective partnership working, and examples exist of good partnership working between local authorities and academy trusts – and indeed also independent schools.
17. Data collection is very important and in many places seen as best practice exemplars local authorities collect data about travel to school to set a baseline and targets and evaluate their approach, assess the effect of different interventions and calibrate potential new approaches to transport between home and school.
18. Consequently, we can conclude that travel from home to school is a specialised transport network, in that:
 - There is a multiplicity of travel demands – in particular where trips start and end
 - It takes place mostly at set times – ie between 0830 and 0900 AM and 3:15 to 3:45 PM, with limited activity outside these times.
 - Choice of mode is influenced by many factors, some in control of the local authority (e.g. provision of safe, well-lit footways/ cycleways), some in control of the school (e.g. cycle parking), some in the control of third parties (e.g. bus services) and also some random factors (extra-curricular activities, pre-school children etc)
 - There are many examples of best practice, although they require resource to be allocated to delivery, and effective partnership working if they are to be effective.

The position in York presently

19. York has:
 - 51 primary schools
 - 10 state secondary schools
 - 2 higher education colleges
 - 3 independent schools
 - 3 special education needs schools

20. In York, schools have always been seen as an important group to engage about travel because:

- Children need special help in learning to be independent, safe and responsible. There is usually a general will in the public to nurture and protect children, and therefore to support schemes that we do.
- Children, especially primary school age, are often keen to participate in activities about travel and the environment. Good habits can start at this age too.
- Schools provide a lot of opportunities for engagement, including assemblies, classrooms and the playground. And sometimes a teacher is willing to be a contact for arranging activities and generally taking action, ideally through a School Travel Plan.
- Schools often have issues with parent parking and driving during the school run – especially at the school gates. Schools need help with this. Often the start of interaction with schools is around concerns about unsafe parking/ set down/ pick up of pupils - rather than a desire to improve sustainable transport to schools in its own right

21. Education Services and Highways and Transport both play a role in defining travel to school policy. The following teams provide travel engagement services at schools:

- **Education** – set home to school transport policies for pupils with an entitlement and administer the home to school transport scheme, including letting contracts to bus and taxi providers
- **Road Safety Team** – have council staff that carry out Bikeability cycle training and pedestrian training for school children. They also oversee the School Crossing Patrol staff.
- **iTravel Team** – encourage schools to write travel plans and initiate schemes that encourage more sustainable travel.
- **Parking Services** – can send officers to patrol schools during the school run to fine parents that park incorrectly and generally discourage it.

iTravel Team – then and now

22. Whereas the Road Safety Team and Parking Services have been able to continue their services despite funding pressures, the iTravel Team have had to significantly change what they do – in response to reductions in the Department for Transport grants which have historically supported this activity⁸. In particular carrying out activities that use less funding and less staff time.

Until 2021

23. Through revenue grants such as the Access Fund and the early version of the Capability Fund, we had funding to carry out the following.

- A travel planning officer dedicated to schools was available to advise schools about parent parking/driving issues. She would help schools write travel plans and would also attend assemblies to engage with children about travelling sustainably. She left in June 2021 and wasn't replaced, because of lack of funding for the post after grant reductions.
- Sustrans were employed to carry out engagement activities at schools that encourage active travel. A dedicated Sustrans officer would work alongside the I-travel officer, identifying which schools to target and discuss their needs. This commission also ended in July 2021 because of a lack of funding to continue the activity.
- The CYC officer carried out the following activities:
 - i. two Walk to School Weeks per year in May and October. The latter had schools competing for the Jack Archer prize to see who could have the highest levels of active travel.
 - ii. involved York in the Schools Yorkshire Tour (a cycling pass-the-baton format); Clean Air Day and Sustrans Big Pedal.
 - iii. purchased free-standing cartoon characters/signs to be placed outside schools encouraging good parking

⁸ School travel planning is a discretionary activity for local transport authorities. Grants available have reduced – in 2010/11 funding of around £1m pa was available for funding ittravel's activities, including school travel planning and cycle training. In the current financial year ittravel has received no funding for school travel planning, although cycle training funding has continued, albeit funded in a different way.

- iv. procured the production of a cartoon video⁹ about considerate parking near schools.

Now – 2024

24. Revenue funding for active travel engagement reduced dramatically following the end of the historic Local Sustainable Transport Fund awards. The Capability Fund remained, but was reworked by Active Travel England to mainly focus on planning and building good infrastructure, and has been used to support production of York's new Local Cycling and Walking Infrastructure Plan (LCWIP). Consequently, iTravel is currently only able to resource minimal active travel engagement work with schools. Current funding sources for iTravel include the Bus Service Improvement Plan and Section 106 funds relating to new residential developments – neither of which can be used for generalised school work because of the conditions placed upon them by funding providers. There has also been a notable shift in how busy and therefore unavailable schools are post-covid, which has naturally effected their participation rates in home to school travel initiatives.
25. Until 2021 there were 7 staff in the iTravel Team, plus a single secondee from Sustrans who worked exclusively on school travel planning. Now there are 4, one of whom is recently in post to help deliver bus promotion through the Bus Service Improvement Plan (BSIP).
26. Despite the reduced levels of capacity there remain opportunities for promoting sustainable travel to school. In particular, government is introducing national schemes that councils can tap into, often for free (see 1 and 2 below).
 - 1) **Active Travel Ambassadors (Modeshift)** – currently Applefield and St Peter's School are taking part in this national scheme where secondary children are trained and encouraged to identify ways to increase sustainable travel, present those ideas and gain some funding to implement their ideas. Applefields have just won the Modeshift STARS Regional SEND School of the Year 2024/25 for the second year running. Other schools were invited but didn't wish to participate in the scheme

⁹ This campaign won an award

- 2) **WOW (Living Streets)** – what used to stand for Walk Once a Week, is now a general scheme (national) where primary children record their travel mode each day and are rewarded with badges and other encouragements for travelling actively. An online rewards campaign. We are hoping a few York schools will sign up as it starts here this school year. So far only two have shown interest.
- 3) **Modeshift STARS** – whereas WOW is about rewarding children, this is a national system for schools to record what their School Travel Plan activity is and be rewarded. Various levels of achievement mean different ratings. We weren't using this back in 2021 but decided to use Public Health funding to register again in October 2024 and tentatively encourage schools to sign up.
- 4) **Walk to School Week** – we have continued Walk to School Week in October each year.

Onwards to new policies

27. York's new LTS clearly greenlights an increase in sustainable school travel activity. Funding permitting, the council can restart areas of activity previously undertaken by itravel which have lapsed in the last 3 years as support funding was lost, there are exemplars of good practice which York can learn from as it develops new approaches, and DfT and others are providing useful guidance which can be accessed at no charge. The LTS Implementation Plan, adopted at Executive on 14th November, set out a range of capital projects for which funds will be sought – including enhancing pavement maintenance, pilot schemes to promote sustainable transport on radial routes and in districts and villages – these will be crucial enablers of sustainable travel to school because they will upgrade sustainable transport routes and improve perceived and real safety.
28. Additionally, in the last fortnight¹⁰ City of York Council has been informed that it will gain the powers to enforce “Moving Traffic Offences”. This will be key to introducing some of the principal measures which can be used to reduce vehicle movements around schools at school start/ end time – such as School Streets – although it

¹⁰ We were notified on November 11th by DfT that we would, assuming they are passed in Parliament, receive the powers to enforce moving traffic offences from December 7th.

should be pointed out that some types of school street do not require these powers to be enacted.

29. Despite these positive developments, the funding situation around transport schemes and initiatives remains unclear. School travel planning is a revenue funded activity and, as set out above, reductions in both local authority Establishment funding and DfT revenue grants have induced reductions in school travel planning activity. Although the indications from the DfT around funding are more positive now than they have been for some time, actual funding settlements are yet to materialise – although we may expect news before the start of the next financial year in April. Potentially the Mayor is also a source of funding and, if the measures set out in their most recent brochure¹¹ are adopted, capacity and expertise.
30. Given the above, a potential future programme can be set out to be explored by Scrutiny and could be enacted in whole or part in the event that support funding materialises.

Potential Future Programme

31. As set out earlier, an effective programme will comprise action by CYC Transport, Education, school leaders and third parties such as bus companies. It will comprise both capital infrastructure measures and revenue interventions, such as improvements to information. It should also recognise the differences in home to school travel between different educational establishments and the Key Stages in education. There is obviously a key difference – at primary level the focus needs to be on promoting sustainable accompanied travel between home and school, whilst at secondary level a greater priority can be placed on independent travel between home and school/ college.
32. A first stage should be **data collection**, which would enable the council to assess the current position and set targets for the future strategy. This would involve restarting initiatives which have lapsed, such as:

¹¹ The brochure advocates, amongst other things, appointment of an Active Travel Commissioner who could provide a lead on active travel on the journey to school. Different approaches to bus service provision (for instance franchising) will also influence the journey between home and school.

- The “school census”, which collected information about how pupils travelled to school and from where
- Audits of school facilities, such as provision of secure cycle parking and availability of bus services – which may be either standard publicly available buses or dedicated school buses. This information can be combined with that collected in York’s LCWIP to identify walking and cycle routes which could be developed to enable active travel to and from school – and also where there are gaps in provision

33. **Promotion:** we can continue to promote sustainable transport, using the mechanisms set out above. Greater spend would allow greater promotion, and there is a clear role for school leaders to promote sustainable travel for the journey to and from school if they can be engaged to do so. We can work with school leaders to ensure material is effectively produced and distributed. Some material could encourage volunteer activity, such as walking buses, which can be particularly effective at primary level.

34. Funding/ resources permitting, we can develop maps and other material to highlight active travel routes to schools and bus services. An early priority would be to produce information for York’s 10 state secondary schools and two colleges – as the 12 information packs produced would reach approximately 15,000 pupils¹². Consideration could also be given to producing similar material for out of area schools which are attended by large numbers of pupils from York (for example, Tadcaster Grammar School). Schools and pupils could potentially be involved in producing some elements of the material and its production could be an important part of the engagement strategy for the programme.

35. **School Streets:** we can consider enacting School Street schemes to reduce vehicle traffic around schools at school start/ end times. Measures typically involve signing, lining, parking restrictions, bollards and potentially use of barriers or CCTV enforcement to remove vehicles at school start/ end time. Speed reduction measures such as speed humps, planters and gateway treatments can also potentially be

¹² Reaching a similar number of primary school children would require preparation of 51 packs

used – although schemes must obviously be matched to available funding. A small programme already exists in York, but funding could potentially be found to expand this (either new funding or existing funding moved from other areas). Members are asked to consider whether they wish to prioritise School Streets to a greater extent than previously – accepting that this may reduce funds available for some other areas of transport activity.

36. **Provision inside schools:** we can work with schools to develop their provision for sustainable transport if they are willing partners. This could include encouraging a school to provide secure cycle parking and assisting with provision/ promotion of bus services. Increased academisation of schools means that the direct link between the council and schools has often been severed – but there can often be a willingness to work with the council on such measures. Obviously, capital measures would need to be funded – although there may be sources of funds which are not simply reliant on local authority grant funding. This would need to be explored on a case by case basis.
37. **On highway capital schemes:** more substantial capital works could be taken forward to improve walking and cycling routes – prioritised where they are used by large numbers of schoolchildren. York's LCWIP can be used to identify the routes where improvements would assist most pupils and there are a range of possible interventions which would need to be scaled to funding available – or additional funding sought. The principal interventions include:
- Improved road crossings for pedestrians
 - Improvements to pavements – to make it easier to walk and wheel¹³ near schools
 - Segregated cycle lanes – on roads used by many school age cyclists
 - Speed reductions on roads around schools (there are already speed reductions near many schools, but the programme could be widened – for example to radial routes used by large numbers of school children)

¹³ Scooters used by young children can be particularly sensitive to poor and uneven pavements

38. Obviously, on highway works come with a variety of costs and programmes have to be scaled to whatever funding is available or can be sought. Some programmes can be very costly indeed (£10m+) if large scale highways works are required. Previously funding has often come from one-off contests (for example, the Tadcaster Road “Transforming Cities” funding, or funding provided by Active Travel England for the Riverside Routes). Members are asked whether they wish the council’s bid focus for on-highway capital works to be on schemes which support travel to and from school as a priority (it is identified as one of the prioritisation factors in York’s emerging LCWIP).

Consultation

39. This paper is offered up for discussion and has not been consulted upon. Although the “Our Big Transport Conversation” consultation spoke to school pupils at several education stages, very few people under 18 responded to the online questionnaire. Adult respondents supported the notion that children should walk/ cycle to school by a large majority.

Options

40. Members are asked to consider the approaches put forward in this paper. Whilst the ingredients of a potential strategy are set out, it should be noted that revenue and capital funding could only be made available for it by reducing activity in other areas – Members are asked for their views on the priority they wish to see placed on travel planning for schools.

Council Plan

41. Increased school travel planning activity, and capital schemes to enable sustainable travel to school, is aligned with the EACH priorities of the Council Plan – positioning transport as a key enabler of wider equalities, affordability, climate and health objectives. This is recognised in the recent Implementation Plan which emphasises the importance of working across the Council – for example, working with Public Health to fund and deliver transport schemes which assist in meeting health objectives.

Implications

42. In the absence of greater funding from outside the Council, a significant increase in school travel planning would imply reductions in revenue and capital funding for other areas of council activity. To some extent this can be considered within the ongoing work programme to reorientate the Transport and Highways' work programme to the reflect York's new Local Transport Strategy. It should be pointed out, however, that a really intensive programme of school travel planning would imply a step change in the resources required for delivery. This would, of course, need to be taken to a formal Decision before enactment.

Risk Management

43. The information in this paper is presented to Scrutiny to allow Members to discuss the contents and feed their views back to officers, as such it does in itself generate a risk. However, if, following discussion of this paper, a Strategy was devised, that would need to be subjected to a full risk assessment before it can be enacted.

Recommendations

44. There is no direct recommendation of this report – Members are asked to consider the potential measures set out in this report and feed their views back to officers.

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Report
Approved

Date 18/11/24

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

All *tick*

For further information please contact the author of the report



Meeting:	Environment, Planning and Transport Scrutiny Committee
Meeting date:	26/11/2024
Report of:	James Gilchrist, Director of Environment, Transport and Planning
Portfolio of:	Executive Member for the Environment and Climate Emergency (Cllr J Kent)

Recycling Overview Report

Update on Recycling

- 1.1 Members have asked for a briefing on the collection of recycling across the city of York. This report outlines the existing recycling practices and evaluates current performance with respect to collection and disposal methods.
- 1.2 This report presents performance data on recycling collections from other nearby Local Authorities for comparison and also provides recommendations for further work to seek to increase recycling rates across the city.

Background

- 2.1 Waste Services are responsible for the collection of domestic waste and commercial waste across the city. The 'standard' waste collection service offered to residents across the 92,420 households in the city is as follows:
 - Household waste collected fortnightly (via a black wheeled bin or black sacks)
 - Recycling waste is collected fortnightly via recycling boxes (two boxes for glass, tins/cans and plastics and one box for paper/card)

- Garden waste is collected fortnightly between March and early December each year in a 180 litre green wheeled bin (this moved to an opt-in subscription service from August 2024)
 - Please note that at some flats and high rise buildings there may be a limit on space, therefore collections are often in larger communal style bins (e.g. 660 litre or 1,100 litre bins).
 - There are a small number of properties in the city centre that have their recycling waste collections performed by St Nick's.
- 2.2 Kerbside recycling collections were first introduced by the City of York Council (CYC) in the late 1990's with a small trial of around 900 households. Collections have expanded in a phased approach since that time and collections became alternate weekly for most of the city in 2005.
- 2.3 All 92,420 households now receive a fortnightly kerbside recycling collection (except 172 rural properties where the service is not viable). Collections are in two material streams:
- paper and cardboard.
 - glass, plastic, cans, and aluminium foil.
- 2.4 Residents are required to present their recycling boxes with the materials separated into the two material streams outlined above. Two boxes are for glass, plastics, cans and aluminium foil and one box is for paper and cardboard.
- 2.5 Households are provided with three 55 litre boxes for storing and presenting recyclables. Boxes and lids have been provided without charge since 2020. Nets are no longer issued as it was agreed that these were too easily lost during collection. Additional boxes and lids are available upon request and can also be collected from the two Household Waste Recycling Centres (proof of address is required). In 2023/24, the service has delivered 9,344 recycling boxes to residents and for new housing developments.
- 2.6 Flats are provided with shared communal wheeled bins for recycling the same material streams. These larger bins are either 660 litre or 1,100 litre containers depending on the number of flats and space available.
- 2.7 St Nick's offer a weekly recycling collection service in the city centre, serving approximately 2,657 households. These

households are hard to access and cannot be served by a 'normal' waste collection vehicle. This service operates under a five-year contract agreement, which is due for renewal on 31st March 2029.

- 2.8 Bring banks and Household Waste Recycling Centres (HWRC's) also offer residents further opportunities for the presentation of recycling.

Current Methods of Collection at Kerbside

- 3.1 Since the introduction of recycling in the 1990's, CYC had operated a three-material stream system, with (i) glass, (ii) plastic/cans and (iii) paper/cardboard being collected separately from one other. Following a public consultation in 2021 and the investment in a new recycling vehicle fleet, this approach was revised to a two-material stream system as it remains today. Residents can now present all colours of glass bottles and jars together with plastics, cans and aluminium foil in one container, with paper and cardboard presented separately from other materials.

Mixed plastic

- 3.2 The range of plastics taken at kerbside has increased steadily over time. Initially only plastic bottles were taken due to the high-quality plastic and guaranteed markets. This was also a simple message to convey to residents.
- 3.3 As processing technology has also improved, the range of materials has expanded. In 2014, following a small trial study, all plastics labelled PET 1 and HDPE 2 plastics were accepted at kerbside.
- 3.4 From October 2022 kerbside collections have included all light-coloured plastic materials labelled PET 1, HDPE 2, and PP 5. These plastics now have consistently strong recycling markets which ensure they will be accepted for recycling.
- 3.5 Dark and black-coloured plastics cannot be properly detected by scanners at recycling facilities, as the pigments used do not reflect infrared light. As a result, they can end up contaminating other recyclables, such as glass bottles. Therefore, we do not yet accept these plastics at the kerbside.

- 3.6 Plastics presented for recycling are processed in the UK where PET materials are recycled into the drink bottles and clothing markets. The HD plastic bottles (e.g. such as milk containers) are recycled in the UK into the milk containers and for the production of containers for cleaning products. PP5 materials (e.g. yogurt pots etc.) are recycled in the UK and are used for the production of plant pots, buckets and paint trays.

Glass

- 3.7 A range of mix-coloured glass bottles and jars are accepted as part of kerbside collections (e.g. wine bottles, jam jars, sauce jars etc). Residents no longer have to separate glass materials from other recyclates, except paper and card. Glass presented for recycling is processed in Knottingley, where it is colour separated and used in glass works. Some glass is also used in the aggregate markets as it is too small to separate.

Aluminium foil and tins

- 3.8 Foil for Snappy, part of the Snappy Trust charity, recycled aluminium foil, cans and cables from HWRC's and collection points across the city from 2012 until the initiative ended in October 2022. From this point forward, aluminium foil was introduced at the kerbside and St Nick's took over the recycling of aluminium foil and cables collected at HWRC's, as well as a small number of remaining collections points in the city. Separate data on the amount of aluminium foil collected at kerbside is not collected.
- 3.9 Aluminium products presented for recycling are processed in Warrington and have two main avenues for re-use, the first is for the production of new aluminium cans and the second is for use in the motor industry and the aerospace industry with materials going to Land Rover Jaguar and British Aerospace among others.
- 3.10 Steel cans are processed in Leeds and recycled as part of the production of steel cladding and steel girders.

Paper and cardboard

- 3.11 Cardboard is one of the most extensively recycled materials globally; however, its processing differs significantly from that of

glass or plastic. Paper products, such as cardboard, are broken down into liquid pulp, baled, and sent away for reprocessing. These materials are collected separately from other recyclable waste to ensure proper handling and efficient recycling.

- 3.12 It is important that collected card and paper remain clean and dry. Wet materials need additional resources to be dried and can be classed as contamination.
- 3.13 Paper and cardboard that is collected in York is processed in the UK at a pulping plant. Cardboard is made back into new cardboard sheeting and paper is recycled into the production of new paper board.

Processing of recycling

- 3.14 The majority of the vehicle fleet used for recycling collections consists of Twin-Pack wagons which allow for the collection of recyclates as two streams. When the vehicles tip-off at Harewood Whin each part of the vehicle is emptied independently into two bays: one for glass, tins and plastics and one for paper and cardboard.

Co-mingling

- 3.15 As outlined earlier in the report, recycling at communal properties (e.g. flats, student accommodation etc) is contained within larger communal bins as opposed to recycling boxes. The service operates two standard recycling collection vehicles (RCVs) to empty recycling waste from these communal properties as well as some commercial properties across the city. All recyclables are collected as a single mixed stream and this method is known as fully co-mingled recycling, which presents several significant challenges:
- **Increased Processing Costs:** Sorting co-mingled recyclables requires additional processing at MRF's, leading to higher operational costs.
 - **Reduced Material Quality:** Mixing materials in a single stream can lead to higher rates of contamination, reducing the overall quality of recyclates and their suitability for reprocessing.

- Compliance with TEEP Regulation: The 2012 TEEP legislation mandates that recyclables must be collected in a way that ensures a high standard of material quality. Any change in collection methods must adhere to TEEP requirements.
- No Rebates: Recyclates collected in a co-mingled fashion typically do not qualify for financial rebates, further reducing the economic viability of this method. Work is currently being undertaken to address how this might be changed
- Use of large communal wheeled bins: Co-mingled collections in York requires the use of larger 4-wheeled bins, which need to be collected by the commercial waste team due to the type of vehicles required (i.e. these can be emptied into a single cell vehicle).

3.16 The current gate charge for tipping co-mingled recycling is £76.60 per tonne versus the current rebate value of £79.26 per tonne.

Garden waste

- 4.1 A separate garden waste collection at the kerbside has been in operation since October 2005. Approximately 66,000 households across the city had access to kerbside garden waste collections. The service is delivered over a 40 week period between early March and early December each year.
- 4.2 Until July 2024, garden waste was collected at kerbside from approximately 66,000 households, utilising 180-litre green wheeled bins. This was a free service, provided to all eligible households. Streets historically classed as ineligible, and therefore excluded from the service, were generally terraced areas thought to be without gardens. This assumption has since proved to be incorrect and where practicable CYC has expanded garden waste collection to include extra properties, further increasing recycling rates.
- 4.3 Garden waste is taken to Harewood Whin, where it is composted using the windrow method. This remains the most effective disposal method available. Yorwaste bags and sells the resulting compost at Hazel Court and Towthorpe household waste recycling centres.
- 4.4 On 5th August 2024, part-way through the garden waste season, the Garden Waste Subscription Scheme (GWSS) was introduced.

Residents now need to annually sign-up to the scheme and pay for a collection. The level of participation has been very high with 39,301 subscriptions sold in 2024; this represents a 59.4% subscription uptake.

- 4.5 It is too early to evaluate the impact of the introduction of the garden waste subscription scheme on recycling figures given that the scheme was introduced in August 2024. However, a reduction in recycling tonnage is anticipated as not all eligible properties will be participating in the scheme. For example, data for this year, between March and August 2024 shows 8,898 tonnes collected, compared to 9,715 for the same period in 2023.
- 4.6 Between 2020 and 2023, nearly 60,000 tonnes of garden waste were collected via kerbside recycling collections. The table below shows the annual tonnage for the last four seasons, leading up to the launch of the GWSS. Garden waste tonnages have been affected by covid and weather conditions:

Year	Kerbside Garden Waste Tonnes
March 20 - Dec 20	11,738.7
March 21 - Dec 21	13,055.8
March 22 - Dec 22	11,502.8
March 23 - Dec 23	13,399.5

Table 1: Tonnage of Garden Waste Collected at Kerbside, 2020-24

- 4.7 It should also be remembered that St. Nick's provide a garden waste collection service for the properties they collect from the city centre, with an average street participation rate of 22.9% (see Annex 1). This service is excluded from the GWSS and remains free for residents due to the very low level of garden waste presented for collection.
- 4.8 Garden waste is also collected for composting through the HWRC's. In 2017/18 nearly 2,000 tonnes were collected this way. The figure has remained stable over the last six years and in 2023/24 was 2,100 tonnes.
- 4.9 Over 70% of local authorities now charge for garden waste collections. Charges vary across the country with some authorities charging as high as £99 per season for garden waste collections. Table below presents comparable data regarding the collection of garden waste by Local Authorities in the Yorkshire and Humber region.

Authority	Garden waste service*		
	Free/chargeable	Price	Frequency collection
City of York Council	Charge	£46.50 (2024) Pro-rata'd to £21	Fortnightly Season - Mar to Dec
North Yorkshire Council	Charge	£46.50 (2024)	Fortnightly Season - Mar to Dec
Leeds City Council	Free (rolling out to additional 5k properties)	N/A	Fortnightly Season - Feb to Nov
East Riding of Yorkshire Council	Free along with food waste	N/A	Fortnightly Season - all year round
Hull City Council	Free mixed with food waste	N/A	Fortnightly Season - all year round
Kirklees Council	Charge with waiting list to join	£55 (2025) £2 per bag for non-bin areas	Fortnightly Season - Mar to Nov
Calderdale Council	Charge	£48 or £46 if paid online	Fortnightly Season - Mar to Nov
Wakefield Council	Free	N/A	Fortnightly Season - Mar to Nov
Barnsley Council	Free	N/A	Fortnightly Season - Mar to Nov
Sheffield City Council	Charge	£55 (2024) £63 (2025)	Fortnightly Season - Mar to Nov
Bradford Council	Charge	£30 (2024) £53 (2025) (£50 early subscribers)	4-weekly Season - All year with 4 weeks break for Christmas
Doncaster Council	Free (2024 charges for additional green bins)	N/A	Fortnightly Season - Mar to Nov

Table 2: Garden Waste Data from Nearby Local Authorities, 2024 *all listed LA's utilising 240L bins for collections.

Recent Recycling Campaigns to Increase Recycling

5.1 The Recycling Journey, CYC website video, was created as part of the transition from a three-stream material collection system to a two-stream system, aimed at enhancing visual communication with residents.

The new format is designed to streamline the recycling process and make it clearer and more accessible for the community,

ensuring that residents are well informed about the changes and their role in contributing to effective waste management.



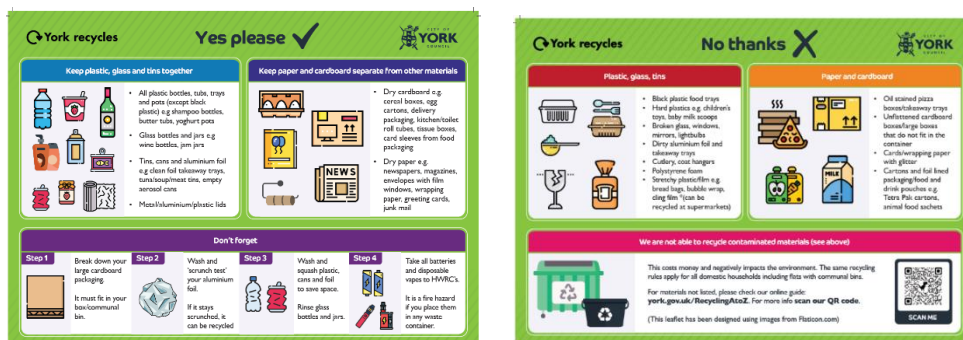
5.2 Every Can Counts - Alupro Rainbow Installation in York March 2023 to highlight the importance of recycling aluminium cans.



5.3 A5 Kerbside Recycling flyer – distributed in July 2024, as part of the new fully chargeable Garden Waste Subscription Scheme information pack. This was distributed to 66,000 homes.

This flyer provides essential details on proper kerbside recycling, helping residents to make the most of the recycling services available. It is also targeted at areas with a high number of contamination reports, the flyer acts as a practical tool to educate households about what can and cannot be recycled.

This aims to reduce common recycling mistakes, such as incorrect items being placed in recycling containers.



- 5.4 Waste Update Newsletter – part of ‘Our City’ online communication tool, designed prior to launching GWSS in July 2024. Created as part of our efforts to keep residents informed and engaged.

The July 2024 newsletter was sent to 33,251 residents that had their email address registered with us. This email had an ‘open’ rate of 75.6% (nationally this figure is 42%). By subscribing to the email Waste Newsletter, residents will receive monthly updates on a wide range of topics, including campaigns, recycling initiatives, service improvements, events etc. Additionally, the newsletter includes useful links to resources and guidance on how residents can contribute to a cleaner, greener city.



- 5.5 The Annual Recycling Week campaign – held in October each year and initiated by WRAP, is designed to raise awareness about the importance of effective recycling practices. This year, CYC’s social media campaign, which ran from 14-20 October, focused on educating residents about alternative recycling locations, helping to reduce the need for visits to HWRC’s.

On Monday 14th October a special edition of the ‘Our City’ newsletter went out focusing on recycle week. This also had an open rate of 70%.



Recycling Performance

- 6.1 The table below shows the amount of waste collected in York over the last ten years together with the recycling and composting rate.

Year	2013/ 14	2014/ 15	2015/ 16	2016/ 17	2017/ 18	2018/ 19	2019/ 20	2020/ 21	2021/ 2222	2022/ 23
Total number of households	85,960	86,290	87,010	87,430	89,250	90,280	90,740	91,240	91,720	92,090
Total household waste (tonnes)	85,595	85,876	87,561	84,785	85,791	88,235	81,075	81,192	83,151	79,017
Collected household waste per person (kg's)	424.6	441.9	418.5	402.2	407.8	418.5	383.4	383.4	411	384.8
Household waste sent for recycling, reuse and composting	37,320	38,206	37,516	36,016	38,485	38,450	39,220	35,830	35,900	32,861
NI192 – percentage of waste sent for recycling, reuse or composting	43.63	42.5	42.8	42.5	44.9	43.6	48.4	44.1	43.2	41.6

Table 3: CYC Household Waste Tonnages & Recycling Rates 2013-23

- 6.2 Total household waste, as shown in Table 3, has declined by 8% in the 10 years, 2013-2023, whilst the number of households has increased by 6%.
- 6.3 The city's household recycling rate (which includes recycling, reuse, and composting) has remained relatively stable over the last 10 years – slightly above 40%. This is mirrored by figures for many other Local Authorities in England and the National Indicator Performance. Annex 2 shows the National Indicator N192 data for Quarter 1 (April – June) 2024 and places CYC firmly in a middle-ranking position. The lack of change in recycling rates is also to be expected considering no significant changes in service have been made in this time, particularly changes which would significantly affect tonnages.
- 6.4 The slight decrease in recycling performance in 2022/23 reflects the significantly lower green waste tonnages in that year, due to the drought during the summer of 2022.
- 6.5 Recyclates are collected using other methods including via the HWRC's, the bulky waste service, at bring banks and by Third-Party Recycling groups. Along with kerbside garden waste, these

collections all contribute towards the recycling rate. However, the greatest contribution to the city's recycling rate is from the kerbside collection of recycling with over 32,861 tonnes collected in 2022/23. The chart below highlights performance over the last 10 years:

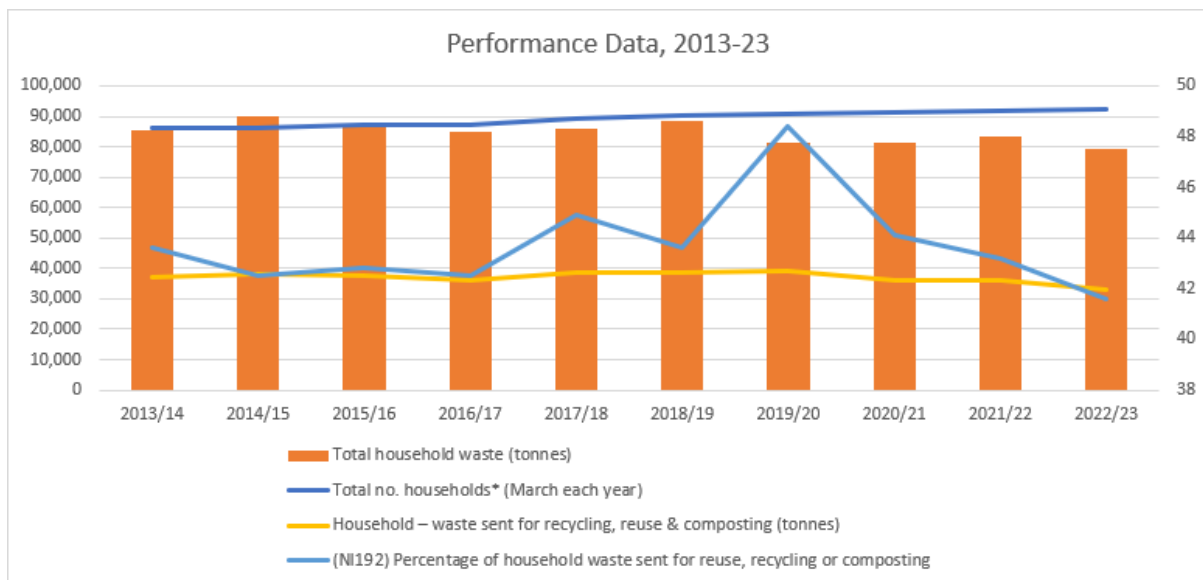


Chart 1: CYC Recycling Performance 2013/14 - 2022/23

Other Methods of Collecting Recycling Materials

Bring Banks and Third-Party Recycling Credits Scheme

- 7.1 The recycling bring bank network across York was originally formed in the 1970s, before the provision of a kerbside recycling service.
- 7.2 There are currently 31 bring bank sites located throughout the city, including 4 sites that participate in the Third-Party Recycling Credit Scheme (3PRC). These sites collect not only materials handled by the kerbside service but also items such as cartons, books, and textiles. City of York Council (CYC) no longer manages the emptying of bring banks directly, collaborating with Printwaste, Yorwaste, and various charities to ensure that the banks are emptied, and the sites remain free from fly-tipping.
- 7.3 Tonnages and associated cost/rebate information for recent collections from bring banks of materials not collected at kerbside, are provided in table below:

Bring Bank Material	2022/3 (tonnes)	2023/4 (tonnes)	Cost to CYC	Rebate to CYC
Books (charities)	20.5	17.9	No charge	None
Textiles (charities)	22.7	27.9	No charge	At HWRC banks only*
Cartons (Printwaste)	11.7	11.7	£1,854 annum, 2024/5	None

Table 5: Bring Bank data, 2022-4 *rebates are provided for textiles banks at HWRC's, and not at textile bring banks across the city.

- 7.4 Under a long-standing agreement, Printwaste collects cartons from three of the five bring sites without a charge to CYC. The remaining two sites, Bishopthorpe Road car park and St Andrews Church car park have collection fees.
- 7.5 Whilst collections from bring sites provided by charities are without charge to CYC and add to recycling rates, there is little control over the number of sites, their location, or their collection frequency. This inevitably adds pressure to the Public Realm team to clear fly-tipping left at many of the bank sites, which can be excess recyclates or more often, simply refuse.
- 7.6 Yorwaste, operating under the Teckal Agreement, carries out most of the collections from bring banks within York. Materials collected are glass, plastic bottles, dry mixed recycling, cans, tins, paper, and card.
- 7.7 The 3PRC was introduced in the 1990s, during a period when kerbside collections did not cover rural areas. This initiative extended recycling opportunities and enabled small organisations to claim a financial credit for the tonnage of materials collected. The current rate of credit is £43 per tonne.
- 7.8 The number of bring bank sites managed by CYC, including those receiving recycling credits, has gradually declined. This is largely due to companies requesting their removal - often because of fly-tipping - or organisations closing or withdrawing from the 3PRC scheme.
- 7.9 There are also bring sites which are not managed by CYC and therefore not included within the recycling rates e.g. Salvation Army textile recycling at Tesco's Clifton Moor. More recently, many shops have introduced recycling of items in-store which are less-widely recycled e.g. make-up at Boots; plastic wrap and films, and

household batteries at most supermarkets; spectacles at opticians; cycle equipment at Decathlon; and light bulbs and DIY offcuts at B&Q.

- 7.10 The service is currently reviewing the location and provision of some bring bank sites as there is a risk that some commercial premises may be using these sites for their own purposes. The service will also review the Third party recycling credit scheme with a view to taken proposals to the Executive member in the coming months.

Household Waste Recycling Centres (HWRCs)

- 8.1 There are two Household Waste Recycling Centres (HWRCs) in York: Hazel Court and Towthorpe. There was previously a third HWRC at Beckfield Lane but this closed in 2012.
- 8.2 HWRC's provide residents with facilities for recycling of household items including the following: garden waste, wood, paper, cardboard, car batteries, household batteries, household chemicals (e.g. creosote and paint), metal, cans, plastic bottles, glass, textiles, bric-a-brac, bicycles, hard plastics, UPVC/PVC frames, aluminium foil and cables, gas bottles, fire extinguishers, small Waste Electrical and Electronic Equipment (WEEE), fluorescent tubes and fridge/freezers.
- 8.3 Most recently this has been extended to include specialist recycling or reuse for medical equipment such as walking and accessibility aids (2022) and coffee pods (2024) and vapes (2024).
- 8.4 As part of cost-saving measures, from May 2024 Hazel Court HWRC has been closed on Wednesdays. Additionally, both Towthorpe and Hazel Court are closed at the earlier time of 6pm from April to September (was previously 7pm). These changes align Hazel Court with other HWRC's in North Yorkshire, including Towthorpe, which has been closed on Wednesdays since 2013.
- 8.5 It is too early to ascertain whether these adjustments have had a significant impact on recycling tonnages. However, from ANPR data the service has observed in the 21 weeks since 29th April 2024 there have been 88,930 visits to Hazel Court HWRC compared to 90,451 visits in the same 21 week period in 2023 (a reduction of 1,521 visits). In the 8 week period from the

introduction of garden waste subscription scheme (5th August to end September) we have seen 2,215 fewer visits in 2024 compared to the same period in 2023 (30,239 visits in 2024 compared to 32,454 visits in 2023). The weather may have had an impact on these numbers, and it is too early to draw definitive conclusions.

- 8.6 CYC also maintains two longstanding Service Level Agreements (SLAs), renewed annually, with community-led initiatives: Re-Cycle and The Recycling Project. These initiatives are dedicated to recovering reusable items from waste disposal sites and returning them to the community. Re-Cycle is responsible for refurbishing and repairing bicycles (as well as educating and training young people in mechanics), while The Recycling Project diverts over 20 tonnes of waste from disposal. Both initiatives take items from the HWRC's for refurbishment and reuse and make a substantial contribution to local waste reduction efforts.

Persistent Organic Pollutants (POPs)

- 8.7 In January 2023, the Environment Agency began introducing new rules for the storing and disposing of certain upholstered furniture items, believed to contain persistent organic pollutants (POPs). These are the substances that persist in the environment, accumulate in living organisms, and pose a risk to our health and the environment. The legislation is altering working practices at HWRCs and bulky waste collections. It is also likely to reduce levels of reuse and make disposal more difficult for commercial traders and charities from December 2024.
- 8.8 Going forward, more materials are likely to be included within POPs legislation e.g. mattresses.

HWRC charges

- 8.9 Charges were introduced for plasterboard and rubble accepted at HWRCs in 2013. From 31st December 2023 the Government made changes to rules around waste from do it yourself (DIY) activities. Residents can now dispose of limited amounts of DIY waste such as plasterboard and bathroom suites, without charges.

York City Centre and St Nick's

- 8.10 York city centre accommodates approximately 6,000 households, the majority of which are flats and apartments situated above shops and businesses. St Nick's services about 2,700 of these households (with a bespoke service due to access restrictions) with the remainder of these households located within purpose-built apartment complexes (typically served by large communal style bins).
- 8.11 Typically, residents serviced by St Nick's face limitations regarding storage space, and waste collection poses challenges due to access issues. Collections are carried out using a combination of 60-litre reusable bags and 55-litre kerbside boxes. Reusable bags are used especially in pedestrianised areas e.g. Aldwark where boxes would remain an obstruction on the highway.
- 8.12 Since 2001, the charity organisation St Nicks has been providing a weekly, multi-stream, sort-at-the-kerbside collection service for properties within the city walls and nearby hard-to-access areas, utilising two small electric vehicles and cargo bikes. Since 2017, this service has been conducted under a formal contract.
- 8.13 As stipulated in the contract, St Nicks receives a 3PRC rebate for plastic, mixed cans and tins, foil, cardboard and paper, glass, and garden waste at a rate of £43 per tonne.
- 8.14 Residents are encouraged to recycle a variety of materials, including metal cans, aluminium foil, glass bottles and jars, paper and cardboard, and plastics labelled PET1, HDPE2, and PP5. Additionally, the service accepts cartons, cables, leads, wires, plastic writing implements, candle and wax waste, as well as garden waste for composting. The small-scale nature of the collections allows St Nicks to access additional reprocessors and collect materials which CYC is currently not able to.

8.15 Since the commencement of the previous five-year contract, in period from 2017 to March 2024, St Nick's collected 2,535 tonnes of recycling. Table below details the recycling tonnage collected for each year including the two-year extension:

St Nicks Recycling collections							
Pre-contract collections					2014/15	2015/16	2016/17
Tonnes:					208.14	235.55	242.01
Contract year:	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
Tonnes:	300.01	258.89	310.91	415.65	412.45	415.78	421.39

Table 6: St Nicks Recycling Tonnages, 2014-24

Bulky Waste Collections

9.1 Yorwaste operates a bulky waste collection service from residential properties, on behalf of CYC. The bulky waste service covers the collection of fridges, freezers, asbestos, and bulky items such as beds and wardrobes. Yorwaste also provide individual assessments for larger or heavier items such as fence panels.

9.2 The cost of bulky collections had been a set price for 'up to 10 items' plus a fee for each fridge/freezer up until 1st April 2024 when the pricing structure was altered to the following:

- 1-3 items are collected for £30: or
- 4-10 items for £50
- Set price for fridges or freezers remaining - £18 for 2024/5

Financial Year	Cost of Bulky Collection Service
2018/19	£44
2019/20	£22
2020/21	£22
2022/23	£24
2023/24	£27
2024/25	£30 / £50

Table 7: Cost of bulky collections 2018/19 – 2024/25

9.3 The price of the bulky service was halved in 2019 and the price was frozen in 2020 during COVID. Incremental price rises then resumed until the pricing structure was amended in 2024.

Recycling Markets and Rebates

10.1 Yorwaste continually monitors the recyclates markets to ensure that CYC has access to reliable markets and receives the best income. Yorwaste manage the recycling for York and for most of North Yorkshire Council. Recyclates re-processors are regularly audited to ensure compliance with regulatory requirements. These may include permit or licencing conditions including any statutory and duty of care obligations.

10.2 Rebates are paid monthly by Yorwaste on steel, aluminium, plastic, glass, and mixed paper/card, on a monthly basis, minus gate fees.

Chart 1 shows the rebate value received in the last financial year for these key materials and reflects the volatile and unpredictable nature of prices. The total value for these rebates in 2023/24 was £777,345.47.

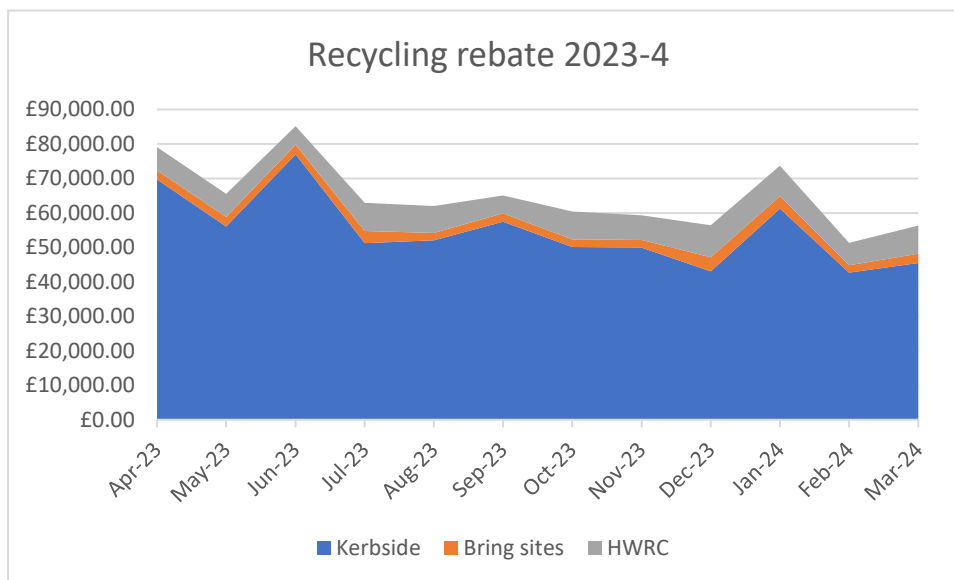


Chart 2: Rebate values from key recyclables received at kerbside, HWRCs and bring sites, 2023-24.

10.3 Rebates are also paid for textiles, scrap metal, bric-a-brac, automotive batteries and UPVC or PVC plastic brought to HWRCs. The sums are paid to Yorwaste and passed on to CYC. This equates to £128,514.54 for 2023/4. Chart 2 shows these in more detail.

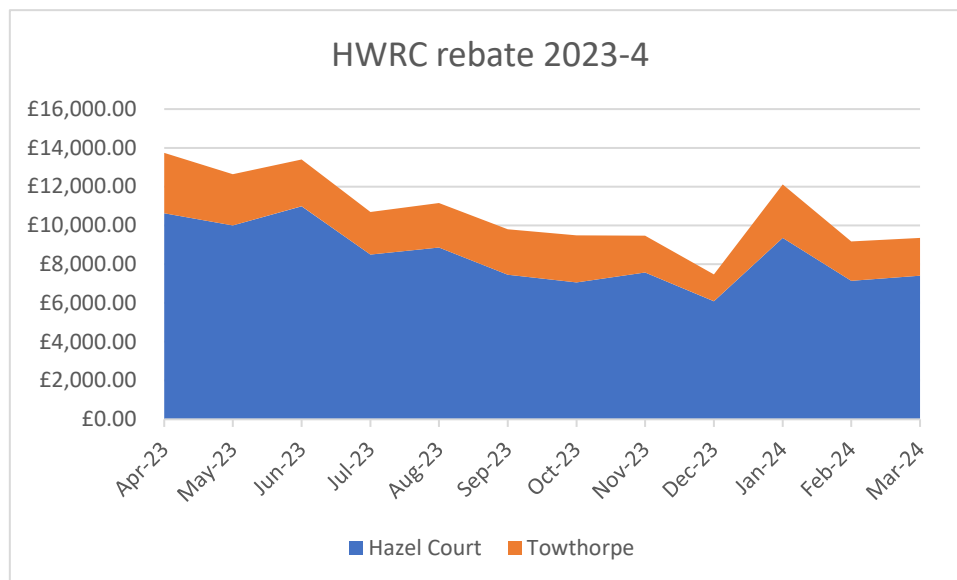


Chart 3: Rebate values from HWRC materials, 2023-24

Future Drivers - Simpler Recycling

- 11.1 Under UK Government plans announced in 2023 to simplify and increase recycling across the country, a further expansion of recycling services at kerbside will be needed. The Separation of Waste (England) Regulations 2024 came into force in June 2024 and provides the legislative framework for some of these changes.
- 11.2 From 31st March 2026, local authorities in England must collect a core of five waste streams from domestic properties: metal, glass, plastic, paper/card (which can remain fortnightly collections) with a weekly food waste collection (please note that CYC, along with North Yorkshire Council has a dispensation not to collect food waste separately at the kerbside as this waste is already treated through an anaerobic digestion process at Allerton Park).
- 11.3 The proposed changes means that Plastic should include the following:
- plastic bottles made of PET and recycled PET, polypropylene (PP) and high-density polyethylene (HDPE)
 - pots, tubs and trays made of PET, PP and polyethylene.

- c) PE and PP plastic tubes larger than 50mm x 50mm
- d) cartons for food, drink and other liquids, including aseptic and chilled cartons.
- e) plastic film packaging and plastic bags made of mono-polyethylene (mono-PE), mono-polypropylene (mono-PP) and mixed polyolefins PE and PP, including those metallised through vacuum or vapour deposition (this is from 2027 onwards).

- 11.4 The introduction of carton collections (d above) is likely to have a small impact on overall tonnages and a slightly larger impact on the volume of recycling collected. This will need to be accompanied by an education campaign to advise residents on the need to rinse and squash cartons to reduce space and avoid contamination.
- 11.5 Plastic films and bags (e) need to be part of kerbside collections from the end of March 2027. Currently, many supermarkets collect and recycle this material directly from shoppers. Trials under the Flexible Plastics Fund, including those at Newcastle City Council (since June 2023) of around 5,000 residential properties have received a 40% participation rate.
- 11.6 Currently in the UK, most MRF's (materials recovery facilities) do not yet have the ability to separate plastic films and bags from co-mingled recyclates, so these materials are likely to be collected at kerbside within plastic bags. Under Government proposals as part of EPR (extended producer responsibilities), the Government is attempting to make more funding available in the waste and recycling markets for these technologies to be developed.
- 11.7 Furthermore, Defra has endorsed, as part of the Simpler Recycling reforms, a minimum of fortnightly residual waste collections, despite evidence to suggest that restricted collections promote residents 'recycling behaviour'.
- 11.8 These measures will have a significant impact on the service provided, including but not limited to the demand for vehicles; staffing levels; container provision, such as caddies or liners for food waste; behavioural change, and communications with residents. It should also be borne in mind that if food waste collections do become mandatory, this would place additional

pressure on space at the operating depot at Hazel Court which is coming close to capacity.

11.9 The proposed government changes will also have a substantial impact on CYC collections from business and communal properties in York, as collections from the latter are managed through the Commercial rounds due to the large bin sizes and for some properties in the city centre. Investigations are currently underway to look at how recycling collections from these properties can be managed in such a way as to reduce co-mingling and enhance the rebate from communal recycling collections.

11.10 Waste Composition analysis could also quantify the percentage of refuse, which is recyclable, including cartons, plastic film/bags, as well as items currently collected at kerbside. It would help inform further recycling campaigns and could allow targeting on a geographical basis, and/or by housing type.

Recommendations to Seek to Increase Recycling Rates

12.1 **Options analysis and consultation** - It is recommended that the Members approve further scrutiny of the options outlined below for enhancing reuse and recycling. The investigations could include surveying residents about their preferred recycling options, presenting a range of options which meet the demands of recent legislation, with the aim of developing a costed action plan at a later stage.

12.2 **Bring Bank and 3PRC Report** – The recommendation of this report is to take a future report to the Executive Member which seeks to remove bring banks classified as commercial and withdrawing the third-party recycling credit scheme on materials already collected by CYC at the kerbside (excluding St Nicks)

12.3 **Survey of communal bins** – an audit of containers currently provided in communal areas and better labelling and signage to encourage recycling and reduce contamination.

12.4 **Review of current co-mingling collections** – Linked to recommendation above in 12.3, to continue the on-going analysis of fully co-mingled recycling collections with a view to moving to

twin-stream where practicable. This will require some routing and rounding work within the service.

- 12.5 **Review collection arrangements at businesses such as Air Bnb's and Holiday Lets** – investigate options to seek to better regulate and improve waste collection arrangements and recycling at these sites, reviewing potential options such as the provision of recycling bags etc.
- 12.6 **Further resident education** - It is vital that residents are well-informed about the types of materials accepted for collection at kerbside, and how they should be presented, thus ensuring the continued collection of high-quality materials. The additional inclusion of cartons, plastic films/wraps, and a food waste collection service, will require further engagement with residents to explain these changes. A city-wide communications programme is recommended to educate households on which recyclates are eligible for recycling. The proposed approach includes the distribution of printed materials, alongside the use of the CYC webpages, newsletters and social media platforms, to effectively promote this initiative.
- 12.7 **Enhancing recycling rates in low-performing areas** - Monitoring efforts to identify which areas could benefit from targeted interventions. This includes areas with low participation rates, locations known for full or overflowing refuse bins, such as flats, and areas where recycling boxes are either underutilised or contaminated, for instance, student areas.

To ascertain these factors, a thorough review of existing data is advisable, alongside monitoring of collection activities and collaboration with operations team and housing managers. The implementation of the 'Bags to Bins' project is anticipated to further bolster recycling rates in some of these targeted areas, as the project aims to enhance household waste collections for residents in certain terraced neighbourhoods across the city. It is recommended to increase educational campaign in those areas.

- 12.9 **HWRCs** – undertake further work to identify any abuse of the permit system, and if these could impact on traffic flow. Evaluate the current usage of the site by residents, businesses and charities visiting HWRCs to seek to provide a valuable tool for better monitoring of materials received (e.g. DIY waste), ensuring better

control over waste management practices and potential impact on traffic flow.

12.10 Further analysis of wider bring bank provision in line with Simpler Recycling – It is recommended that a detailed analysis of the wider bring bank network be completed, set against future legislative requirements where more materials will be collected at kerbside (cartons, plastic films and wraps) and the need for bring bank facilities when kerbside collections are often stood down, for example the Christmas holidays.

12.11 Link with student research - continue to work with York University Sustainability Clinic to identify and support environmental projects which may help CYC better communicate recycling and reuse messages to students.

12.12 Waste Composition Analysis (WCA) of refuse bins – as outlined in para 11.10. WCA is a study that provides information on the weight of materials that are in a given waste stream. This involves obtaining samples of these waste streams and sorting them into predefined categories which are then weighed.

12.13 Publication of an Annual Recycling Performance report for York– as an informative tool to enhance residents' understanding of waste management, its environmental impact, and the importance of recycling as well as tracking our performance. This approach could be similar to the budget analysis included with council tax bill mailings and could link to the Carbon Zero commitment.

Contact details

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Date:	12/11/2024

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Service Area:	Environmental Services, Environment, Transport and Planning
Report approved:	Yes
Date:	12/11/2024

Background Papers and Policy

- Public reports pack 25012024 1600 Executive
- <https://www.wastedataflow.org/reports/default.aspx>
- <https://www.york.gov.uk/RecyclingCollections>
- <https://www.gov.uk/government/consultations/exemptions-and-statutory-guidance-for-simpler-recycling-in-england/outcome/government-response>
- <https://www.wrap.ngo.uk>
- <https://www.nrdc.org/sites/default/files/food-waste-city-level-report.pdf>
- <https://www.worldwildlife.org/pages/global-plastics-treaty>
<https://www.legislation.gov.uk/ukxi/2024/666/contents/made>

Annexes

- Annex 1: St Nicks Street list with average participation and garden waste uptake
- Annex 2: National Indicator N192 Performance Q1 2024/5 recycling

Glossary

CYC – City of York Council
 3PRC – Third Party Recycling Credits Scheme
 WEEE - Waste Electrical and Electronic Equipment
 POPs - Persistent Organic Pollutants
 GWSS – Garden Waste Subscription Scheme
 HWRC – Household Waste Recycling Centre
 WDF – Waste Data Flow

MRF – Materials Recovery Facility

ANPR – Automatic Number Plate Recognition

TEEP – Technically, Environmentally and Economically Practicable
(Compliance Regulations 2011 and 2012 for Waste)

RCV- Recycling Collection Vehicle

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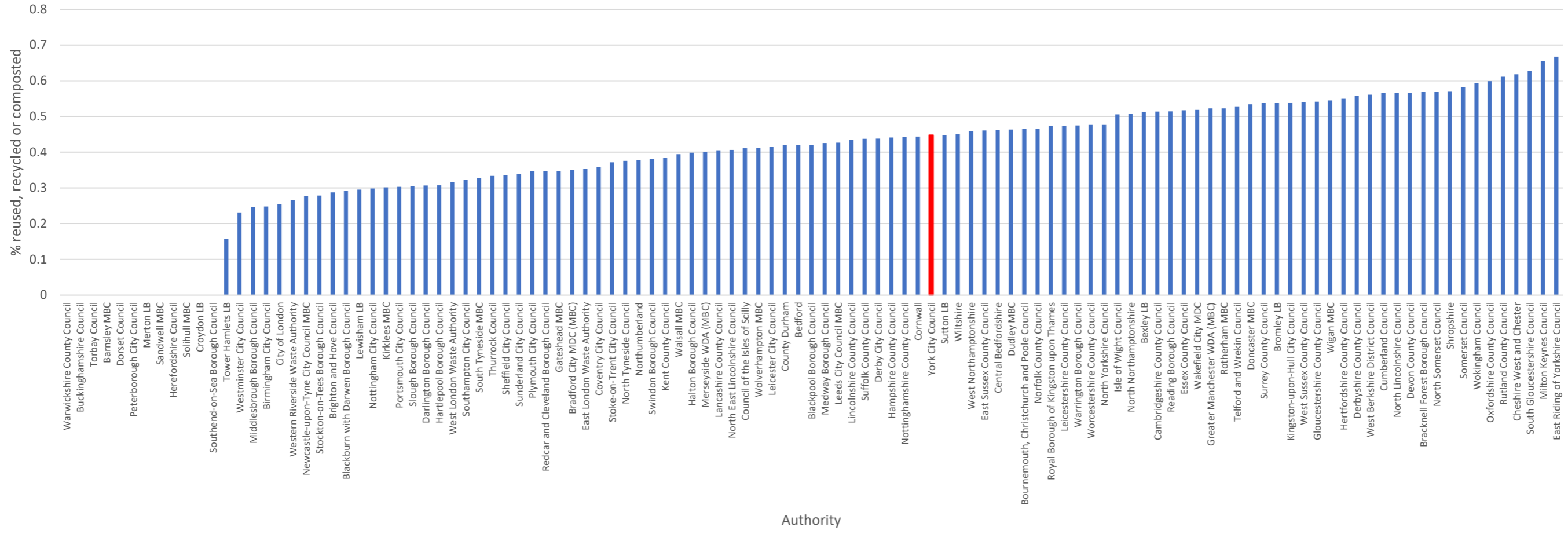
Property	# houses / flats	# who on average recycle within a 4 week period	garden waste uptake % for whole street
1 ALDWARDK	40	21	50
2 ALDWARDK HOUSE	8	5	0
3 ALLSAINTS LANE	4	2	0
4 BAILE HILL TERRACE	13	13	40
5 BARLEYCORN YARD	4	2	0
6 BARTLE GARTH	4	7	20
7 BEDERN	15	7	20
8 BIBA HOUSE	24	24	10
9 BISHOPHILL JUNIOR	10	11	0
10 BISHOPHILL SENIOR	28	17	0
11 BISHOPS COURT	14	10	50
12 BLAKE MEWS	4	2	0
13 BLAKE STREET	5	2	0
14 BLOSSOM STREET	8	0	0
15 BOLLANS COURT	9	6	75
16 BOOTHAM	16	14	25
17 BOOTHAM PLACE	18	18	50
18 BOOTHAM ROW	1	1	10
19 BOOTHAM SQUARE	24	6	0
20 BONDING WAREHOUSE	4	2	0
21 BRIDGE STREET	8	5	0
22 BUCKINGHAM STREET	32	34	50
23 BUCKINGHAM COURT	27	27	50
24 BUCKINGHAM TERRACE	11	9	75
25 CALMSWELL COURT	5	2	0
26 CASTLEGATE	15	11	10
27 CATHERINE COURT	9	6	10
28 CHAPEL ROW	1	2	50
29 CHAPTER HOUSE STREET	9	8	40
30 CHURCH LANE	1	1	90
31 CHURCH STREET	3	4	0
32 CLAREMONT TERRACE	46	40	75
33 CLIFFORD STREET	20	5	0
34 COFFEE YARD	2	0	0
35 COLLEGE STREET	3	2	0
36 COLLIERGATE	6	5	0
37 CONEY STREET	1	1	0
38 COPPERGATE	8	2	0
39 COPPERGATE WALK	8	1	0
40 CRAMBECK COURT	7	7	0
41 CROMWELL HOUSE BISHOPHILL	12	10	5

42 CROMWELL HOUSE OGLEFORTH	4	1	10
43 CROMWELL ROAD	20	10	25
44 CUMBERLAND STREET	1	1	0
45 DEANGATE	2	2	10
46 DENNIS STREET	2	2	0
47 DEWSBURY COTTAGES	7	16	75
48 DEWSBURY COURT	11	9	75
49 DEWSBURY TERRACE	15	12	75
50 DIXONS YARD	8	5	0
51 DUNCOMBE PLACE	4	3	25
52 FAIRFAX STREET	54	53	10
53 FALKLAND STREET	10	10	10
54 FEASEGATE	3	1	0
55 FETTER LANE	29	4	0
56 FLANDERS HOUSE	7	3	0
57 FOSSGATE	49	16	0
58 FOSSGATE HOUSE	16	7	0
59 FRANKLINS YARD	11	3	0
60 FRIARGATE	8	2	0
61 FRIARS TERRACE	3	1	0
62 GEORGE HUDSON STREET	10	0	0
63 GEORGE STREET	40	30	25
64 GILLYGATE	91	67	10
65 GLOUCESTER HOUSE	5	5	90
66 GOODRAMGATE	34	27	0
67 GRANARY COURT	7	5	25
68 GRANVILLE TERRACE	42	38	25
69 GRAPE LANE	6	3	0
70 GRAYS COURT	1	1	90
71 HAMPDEN STREET	50	42	50
72 HIGH PETERGATE	19	17	0
73 HILDA STREET	4	3	50
74 HOPE STREET	46	37	80
75 HOTHAMS COURT	8	8	75
76 HUNT COURT	17	13	75
77 HUNTERS HOUSE	15	15	25
78 JACOBS COURT	18	10	25
79 KENRICK COURT	3	2	50
80 KING STREET	16	10	0
81 KINGS STAITH	4	2	0
82 KYME STREET	42	38	35
83 LADY HEWLEYS COTTAGES	11	9	90
84 LADY PECKETTS LOFT	5	1	0
85 LADY PECKETTS MILL	4	2	0
86 LADY PECKETTS YARD	2	2	0
87 LAMBERT COURT	13	11	25
88 LANSDOWNE TERRACE	33	29	20

89 LEAD MILL LANE	3	1	0
90 LENDAL	13	3	0
91 LONG CLOSE LANE	33	29	50
92 LOW OUSEGATE	14	6	0
93 LOW PETERGATE	35	16	0
94 LOWER FRIARGATE	2	2	0
95 LUNDS COURT	5	2	0
96 MALT SHOVEL COURT	10	8	50
97 MARKET STREET	5	0	0
98 MARGARET PHILLIPSON COURT	33	27	50
99 MAWSONS COURT	8	1	0
100 MELROSE YARD	5	1	0
101 MERCHANT TAYLORS	1	1	50
102 MICKLEGATE	126	75	50
103 MILLERS YARD	5	2	25
104 MINSTER COURT	7	5	75
105 MINSTER GATES	2	1	25
106 MINSTER YARD	7	6	50
107 MONK BAR COURT	7	5	50
108 MORRELL YARD	10	3	20
109 NEWTON TERRACE	25	20	75
110 NEWGATE	4	1	25
111 NORMAN COURT	6	3	20
112 NORTH STREET	15	5	0
113 OGLEFORTH	29	25	25
114 OGLEFORTH MEWS	3	2	50
115 OLD BREWERY	12	12	50
116 PARLIAMENT STREET	3	0	0
117 PATRICK POOL	4	0	0
118 PAVEMENT	5	3	0
119 PEAR TREE COURT	15	13	50
120 PEASHOLM GREEN	4	2	50
121 PENNY LANE COURT	5	5	80
122 PECKITT STREET	6	4	25
123 PETER LANE	5	2	0
124 PORTLAND STREET	48	36	50
125 PRECENTORS COURT	11	7	25
126 PRIORY STREET	56	40	50
127 PRIORY COURT	7	3	0
128 PROSPECT HOUSE	12	10	0
129 PROSPECT TERRACE	8	5	25
130 PUREY CUST	12	8	25
131 QUEEN STREET	10	5	0
132 QUEENS COURT	15	15	0
133 RED LION HOUSE	15	5	0
134 ROUGIER STREET	5	1	0
135 REUBANS COURT	4	4	25

136 SHAMBLES	9	1	0
137 SKELDERGATE	11	5	0
138 SMALES STREET	19	11	15
139 SOUTH ESPLANADE	5	3	25
140 SPEN LANE	12	10	50
141 SPURRIERGATE HOUSE	13	10	50
142 ST ANDREW PLACE	41	35	75
143 ST ANDREWGATE	46	40	75
144 ST ANDREWS COURT	6	3	75
145 ST DENYS ROAD	4	2	0
146 ST GILES COURT	6	6	0
147 ST GILESGATE	9	9	0
148 ST GEORGES HOUSE	10	5	10
149 ST GREGORYS MEWS	20	10	25
150 ST LEONARDS	11	5	0
151 ST LEONARDS MEWS	6	2	50
152 ST MARTINS LANE	10	7	25
153 ST MICHAELS	5	3	0
154 ST SAVIOURGATE	17	11	50
155 ST SAVIOURS PLACE	8	5	50
156 STONEBOW HOUSE	17	17	0
157 STONEGATE	17	10	0
158 STONEGATE COURT	16	16	0
159 SWAN COURT	20	3	0
160 TALBOT COURT	17	5	0
161 TANNER ROW	16	12	0
162 THE COURTYARD	23	23	0
163 THE WERKDYKE	10	7	50
164 THE KINGS	4	1	0
165 THOMAS ST	6	6	25
166 TOFT GREEN	19	5	0
167 TOWER PLACE	5	5	75
168 TOWER STREET	9	6	50
169 TRINITY COURT	18	14	25
170 TRINITY LANE	14	10	25
171 TUKE HOUSE	23	23	10
172 TURKS HEAD COURT	5	3	25
173 VARVILLES COURT	3	2	25
174 VICTOR STREET	43	28	25
175 VICTORIA BAR APARTMENTS	17	17	0
176 WALMGATE	51	30	0
	2593	1796	

Annex 2: NI192 Performance Q1 24/25 (Recycling, Reuse and Composting)



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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?		
	Take and Finish Group – Dial and Ride		
30 July 2024			
Re-scheduled to 25/02/25			
24 September 2024			
	(Out-turn) Finance and Performance Monitoring Report	Patrick Looker	
	Toilet provision across the city: improving the public offer.	James Gilchrist Ben Grabham	
	Local Transport Strategy (implementation plan)	James Gilchrist	
22 October 2024			
	(Q1) Finance and Performance Monitoring Report		

	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.		
	Broadband: management of installation process and its impact on communities, maximising connectivity in harder-to-reach / isolated areas.		
26 November 2024			
	Travel to School - plans for each school to make daily journeys safer, increase active travel, reduce congestion and air pollution around school sites.		
	Recycling: - How is the Council performing on household recycling? <i>Ideally with a view over time, e.g. previous 10 years, and comparison with other similar Local Authority</i>		

	<p><i>areas.</i></p> <p>- What are the challenges to performing better and, despite those, what more will / can be done to increase recycling rates and improve residents' awareness about other recycling opportunities across the city?</p>		
10 December 2024			
	(Q2) Finance and Performance Monitoring Report	Patrick Looker	
	Economic Strategy progress update?		
	Economic Development - CYC / MIY / MCA / York Economic Partnership?		
28 January 2025			
	Garden waste collections: review of implementation of charging arrangements.	James Gilchrist Ben Grabham	
	Review of bags to bins.		
	Neighbourhood Caretakers: can Scrutiny inform these plans?		

25 February			
25 March 2025			
	(Q3) Finance and Performance Monitoring Report	Patrick Looker	
29 April 2025			

Potential Scrutiny agenda items suggested by Committee Members:

Economy

- 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?
- 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?
- 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?

Access

- Age Friendly York: Can Scrutiny assist their Evolving Action Plan?

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.
- Review of Council's pedestrian crossing policy