



Notice of a public meeting of

Economic & City Development Overview & Scrutiny Committee

- To:** Councillors Semlyen (Chair), Watt (Vice-Chair), Barnes, Burton, D'Agorne, Riches and Cuthbertson
- Date:** Tuesday, 28 January 2014
- Time:** 5.00 pm
- Venue:** The George Hudson Board Room - 1st Floor West Offices (F045)

AGENDA

1. Declarations of Interest

At this point in the meeting, Members are asked to declare:

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

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

2. Minutes (Pages 3 - 8)

To approve and sign the minutes of the last meeting of the Economic & City Development Overview & Scrutiny Committee held on 19 November 2013.

3. Public Participation

It is at this point in the meeting that members of the public who have registered their wish to speak can do so. The deadline for registering is by 5pm the working day before the meeting, in this case **5pm on Monday 27 January 2014.**

To register please contact the Democracy Officer for the meeting, on the details at the foot of this agenda.

Please note that this meeting, including public speakers, will be sound recorded to allow members of the public to listen to the proceedings without having to attend the meeting. The sound recording will be uploaded on to the Council's website following the meeting.

- 4. Night Time Economy Scrutiny Review (Retail & Transport)-Draft Final Report** (Pages 9 - 88)

This report presents the findings and recommendations of the Night-Time Economy Scrutiny Review Task Group and asks the Economic & City Development Overview & Scrutiny Committee to agree any required amendments / additions to the report prior to its future presentation at a meeting of the Corporate and Scrutiny Management Committee (CSMC).
- 5. Construction Skills Scrutiny Review- Interim Report** (Pages 89 - 110)

This report presents the Economic & City Development Overview & Scrutiny Committee with an update on the work of the Construction Skills Scrutiny Review Task Group to date.
- 6. Update on implementation of recommendations from the previously completed External Funding Scrutiny Review and updated information on the Council's Economic Strategy and York Economic Partnership (YEP) Dashboard.** (Pages 111 - 138)

This report provides Members with their first update on the implementation of the recommendations arising from the previously completed External Funding Scrutiny Review (Annex A) and gives updated details of the Council's Economic Strategy (Annex B) and YEP Dashboard (Annex C).
- 7. Scoping Paper on Support for Online Business/E-Commerce Skills** (Pages 139 - 140)

This scoping paper proposes a topic on support for Online Business/E-Commerce Skills.
- 8. Update Report on the Lendal Bridge Trial** (Pages 141 - 178)

This report provides Members of the Economic & City Development Overview and Scrutiny Committee with an overview and update in relation to the Lendal Bridge traffic trial being undertaken between 27 August 2013 and 26 February 2014.
- 9. Update on implementation of recommendations from the previously completed Youth Unemployment Scrutiny Review** (Pages 179 - 194)

This report provides Members with their first update on the implementation of the recommendations arising from the previously completed Youth Unemployment Scrutiny Review which were agreed by Cabinet in May 2013.

10. Update on implementation of recommendations from the previously completed E-Planning Facilities Scrutiny Review (Pages 195 - 200)

This report presents Members with a further update (Annex A) on the implementation of the recommendations arising from the Final Report of the E-Planning Facilities Scrutiny Review.

11. Work Plan 2013-14 (Pages 201 - 202)

Members are asked to consider the Committee's work plan for the municipal year 2013/2014.

12. Urgent Business

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

Democracy Officer:

Name- Judith Betts

Telephone No. – 01904 551078

E-mail- judith.betts@york.gov.uk

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

- Registering to speak
- Business of the meeting
- Any special arrangements
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Further information about what's being discussed at this meeting

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The majority of councillors are not appointed to the Cabinet (39 out of 47). Any 3 non-Cabinet councillors can 'call-in' an item of business following a Cabinet meeting or publication of a Cabinet Member decision. A specially convened Corporate and Scrutiny Management Committee (CSMC) will then make its recommendations to the next scheduled Cabinet meeting, where a final decision on the 'called-in' business will be made.

Scrutiny Committees

The purpose of all scrutiny and ad-hoc scrutiny committees appointed by the Council is to:

- Monitor the performance and effectiveness of services;
- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

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City of York Council

Committee Minutes

Meeting	Economic & City Development Overview & Scrutiny Committee
Date	19 November 2013
Present	Councillors Semlyen (Chair), Watt (Vice-Chair), Burton, D'Agorne, Riches and McIlveen (Substitute)
Apologies	Councillor Hyman

30. **Declarations of Interest**

At this point in the meeting, Members were asked to declare any personal, prejudicial or disclosable pecuniary interests, other than those listed on the standing declarations attached to the agenda, that they might have had in the business on the agenda. None were declared.

31. **Minutes**

Resolved: That the minutes of the last meeting of the Economic and City Development Overview and Scrutiny Committee held on 24 September 2013 be approved and signed by the Chair as a correct record.

32. **Public Participation**

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

33. **Attendance of the Cabinet Member for Health, Housing and Adult Social Services.**

The Cabinet Member for Health, Housing and Adult Social Services attended the meeting to update the Committee on the priorities within her portfolio area.

She stated that government funding had been awarded after officers had put an excellent bid forward to support a new dedicated FirstStop support service to help older people stay independent for longer. The FirstStop project was launched by the Housing Minister who had a successful visit to York.

As a result of questions raised by Members the Cabinet Member stated that:

- the Housing waiting list process had changed and officers now completed an annual review of applications.
- officers worked with outside bodies to locate some rent arrears.
- debt could be written off for tenants who became untraceable or deceased.
- officers would consider eradicating debt that was under £5,000 and anything over this would have to be approved by the Cabinet Member.
- the increase in Discretionary Housing Payments was a challenge but officers were advising anyone who came forward for debt or benefit advice.
- almost all affected households had been contacted and offered support and guidance on 'bedroom tax'.
- an Accredited Lodger Scheme was being devised to allow tenants, if agreed by CYC, to sub let a spare room with confidence.
- module builds were being considered as a way forward.

The Chair thanked the Cabinet Member for attending the meeting and for her detailed report.

Resolved: That the update be noted.

Reason: To keep the Committee informed on areas within its portfolio.

34. 2nd Quarter Finance Monitor Report 2013/14

Members received a report which provided details of the 2013/14 forecast outturn position for both finance and performance in City & Environmental Services and Housing Services.

Some members queried the continued shortfall in respect of car parking and officers confirmed that the budget set was inaccurate so a standing shortfall would be recorded until the end of the municipal year.

Members were pleased to see that new businesses within the City had increased and that city centre footfall had improved.

Resolved: That the report be noted.

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

35. Implementation Update on Previously Completed Youth Unemployment Scrutiny Review

Members received a report which provided them with their first update on the implementation of the recommendations arising from the previously completed Youth Unemployment Scrutiny Review which were agreed by Cabinet in May 2013.

It was agreed to defer this item to allow the report author to attend the next meeting to answer the Committees questions.

Resolved: That the report be deferred until the next meeting due to take place on 28 January 2014.

Reason: To allow the Committee to raise any questions to the report author to progress this scrutiny review in line with scrutiny procedures and protocols.

36. Construction Skills Scrutiny Review - Update Report

Members received a report which updated them on the work of the Construction Skills Scrutiny Review Task Group.

A member of the Task Group confirmed they were starting to investigate ways of increasing the supply of local people with building and construction skills by meeting the Property Forum of York's Chamber of Commerce and other contacts to investigate how local firms and organisations within the supply chain currently source new staff and apprentices.

They would also be sourcing information from representatives from training providers such as York College, Construction Industry Training Board (CITB) and Job Centre Plus to map existing capacity and potential gaps and identify possible obstacles in the recruitment process.

The Chair thanked the Task Group and officers for the work done on this so far and welcomed the recommendations that would be brought forward to the Committee in January 2014.

Resolved: That the report be noted.

Reason: To progress this scrutiny review in line with scrutiny procedures and protocols.

37. Update on Newgate Market

Members received a report which updated them on the progress on the refurbishment of Newgate Market.

Although the initial review took place almost three years ago officers were starting to move the process forward and confirmed that an architect had been appointed who was already working with traders on the designs.

The Committee's comments were noted and officers agreed:

- to engage students to bring in new ideas.
- that investigating markets in Europe would help to produce a good end product.
- the design needed to function well as a market, bring in the historic context that it resides in and have the 'wow' factor to create an ambiance to encourage visitors to stay longer.

In answer to Members questions it was confirmed that:

- due to the Tour De France the refurbishment would start in winter 2014.
- the market would be relocated in Parliament Street whilst the refurbishment was taking place and could possibly affect some of the specialist markets that use this area.
- the whole project and designs would be driven by the traders.

Resolved: That the report be noted.

Reason: In order to keep Members up to date the progress of the refurbishment.

38. Work Plan

Members considered the Committee's work plan for the municipal year 2013/14.

It was agreed to

- move implementation update on previously completed Youth Unemployment Scrutiny Review to 28 January 2014.
- move the six monthly update report on Major Transport Initiatives and six monthly update report on Major Developments within the City of York Council to 25 March 2014.
- receive an update on the closure of Lendal Bridge Trial on 28 January 2014.

Resolved: That the work plan be approved to reflect the above changes.

Reason: To progress the work of the Committee.

Cllr Semlyen, Chair

[The meeting started at 5.00 pm and finished at 6.20 pm].

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Economic & City Development Overview & Scrutiny Committee

28 January 2014

Report of the Assistant Director Governance & ICT

Night-Time Economy Scrutiny Review (Retail & Transport) – Draft Final Report**Summary**

1. This report presents the findings and recommendations of the Night-Time Economy Scrutiny Review Task Group and asks the Economic & City Development Overview & Scrutiny Committee to agree any required amendments / additions to the report prior to its future presentation at a meeting of the Corporate and Scrutiny Management Committee (CSMC).

Background to Review

2. At present at the end of every working day thousands of people simultaneously make the journey home from York city centre, putting pressure on the transport infrastructure. This often leaves a lull of activity in the centre until the Night-Time Economy picks up, resulting in a disconnect between day and night.
3. As a consequence CSMC expressed interest in developing a theme around the Night-Time Economy worthy of 'corporate review' and at their meeting on 24 June 2013 received a briefing paper which suggested a number of possible areas for review associated with the Night-Time Economy (NTE) which would support the Council's current key priorities in its Council Plan 2011-2015.
4. The Committee agreed to proceed with the theme and requested each of the Overview and Scrutiny Committees identify a suitable review remit in line with their individual terms of reference.

5. In July 2013 the Economic & City Development Overview & Scrutiny Committee (ECDOSC) agreed to proceed with their NTE review and a Task Group comprising Councillors Hyman (Chair), Semlyen, D'Agorne and Barnes was set up to carry out the review on the Committee's behalf.
6. The Task Group met for the first time in August 2013 to identify a suitable review remit and review workplan – see Annex A.

Aim

7. At the full meeting of ECDOSC on 24 September 2013 Councillor Semlyen relinquished her position on the Task Group, and the full Committee agreed the following review aim as proposed by the Task Group:

'To improve diverse commercial opportunities after 5pm in, and evening transport to and from, York City Centre.'

Objectives

8. The Task Group met again on 15 October 2013 and agreed the following review objectives:
 - i) Identify barriers to evening retail opening hours by gathering the views of residents and retailers;
 - ii) Investigate solutions to barriers for extended retail opening hours in York
 - iii) Investigate options for improved public transport to support York's night-time economy
 - iv) Identify suggestions for improvements.

Consultation

9. To support the Night-Time Economy Corporate theme it was agreed that an online survey "Yorkafter5" be undertaken. This ran between 14 October 2013 and 29 November 2013. The survey included questions in support of all the reviews except the health related review for which separate surveys were carried out. Specifically in support of this review, the survey included a number of questions related to retail opportunities in the city centre and transport preferences.

10. In support of this specific NTE review the Task Group tabled the findings from the survey at a meeting of city centre retailers and transport operators – see paragraph 46 below - on 10 December 2013.
11. In addition, in support of all the NTE reviews a number of focus group meetings have been held to gather residents' views.

Background to the Issues

12. Retailers with later closing times can attract people into the city centre and help to entice city centre workers to stay in the centre a little longer, cutting congestion at peak times, and increasing custom for the retail and service sectors.
13. A study of retail trading hours recently undertaken by the Association of Town Centre Managers (ATCM) stated that sales between 5pm and 8pm are typically 50% more than those between 9am and 11am pointing towards the possibility of retailers opening later and closing later to capture extra spend. The ATCM estimate that revising trading hours to open later and close later will increase sales by 10 - 12%.
14. The ATCM also promotes initiatives such as Alive after Five to create an early evening vibrancy with a good and diverse range of early evening activities to cover the “dead period” between 5pm and 8pm. The aim is to bring visitors to city centres as well as encourage city centre workers to stay after work.
15. Should a need for change be identified it may well be that this would not necessarily result in longer working hours for retail staff – just working hours that are more compatible to the needs of the modern consumer.
16. In addition, getting people safely into the city and home again after an evening out is a prime requirement in improving the night-time economy. It is therefore acknowledged that there is a need in York to further develop a safe, affordable and regular late night transport system to serve the city centre as well as providing secure late night car parks.

Initial information gathered

17. The Task Group considered the findings from the last council review into the night-time economy “York After Dark” which was presented to the former Economic Development Partnership Board in 2007 – see:
<http://modgov.york.gov.uk/ieListDocuments.aspx?CId=123&MId=3041&Ver=4>
18. At that time the Board supported in principle the development of a vibrant, diverse and inclusive evening economy in York and called for a further report to be presented on a costed action plan to support the development of the evening economy in the city centre. However, the Board ceased to exist in 2008 and therefore never received the requested action plan.
19. To help their considerations the Task Group requested information on cities similar to York to establish a benchmark for the night-time economy and to look at best practice elsewhere.
20. Colchester: Extending retail opportunities was an ambition they shared but had not yet achieved. There was a need to achieve a “critical mass” of shops opening later but in a recession businesses were reluctant to risk more costs by having staff until 8pm. Some major retailers had tried to galvanise the rest of the centre by having late night shopping on Wednesdays but with little success.
21. Lincoln: Has managed to establish a modest Thursday night retail offer in the city centre but only until 7pm, backed mainly by the top dozen retailers. The numbers of shoppers for this was low but just about enough to make the offer viable and sustainable.
22. Sheffield: Some shops and traders stay open longer, to some degree, with John Lewis and Debenhams opening until 9pm on Wednesday. There has been some success in the city where a cluster of independent shops in The Forum, a smaller shopping hub, stay open until 9pm.
23. Bath: Thursday is the late night shopping day, although it tends only to be the major high street stores which open late every Thursday throughout the year, otherwise most shops open late each Thursday in the run-up to Christmas.

24. Chester: Most shops in the city centre close around 5.30pm although there is late-night shopping in the run up to Christmas.
25. Norwich: The Castle Mall, a complex of 70 shops in the city centre, is open until 5.30pm Monday, Tuesday, Wednesday and Friday; 8pm on Thursday and 6pm on Saturday while the Chapelfield Shopping Centre, another central location housing 90 shops, cafes and restaurants, is open until 6pm weekdays except Thursday when it is open until 8pm.
26. Oxford: The Westgate Centre comprises 40 outlets in the city centre and closed at 5.30pm with a late night until 8pm on Thursday. The Clarendon Centre, again in the city, opens until 6pm and 7pm on Thursday.
27. York: A sample survey (Annex B) was taken of the closing times of business premises in some of the main shopping streets in York city centre on Friday 1 November 2013. The businesses surveyed included 83 businesses that advertise opening and closing times at the front of the shop. A significant proportion of shops gave no indication of opening or closing times.

Analysis

28. The Task Group may want to publicise the findings of the ATCM retail study which notes a significant increase in sale in the early evening compared to mornings - see paragraph 13.
29. In regard to the ATCM promotion 'Alive after Five' detailed at paragraph 14, whilst this does not fall within the specific remit of this review it should be noted that many cities acknowledged the biggest boost to the night-time economy is when special events are held. For example, Hull's Freedom Festival attracted 75,000 people for three days of live music, dance, theatre, comedy, street entertainment, eating, drinking and markets.
30. The brief study of the other cities (paragraphs 20-26) seems to indicate that few have been able to demonstrate any real success in extending retail opening hours in their city centres at night. However some success in extending retail opening hours has been achieved in areas where there are clusters of shops in city centres.
31. The predominant retail closing time in York's city centre appears to be 5.30pm or 6pm.

The sample survey shows that of the 83 businesses, 37 close at 5.30pm and 33 close at 6pm or later. In addition 12 businesses close at 5.30pm but with at least one late night of 6pm or later. Only one business was found to close at 5pm.

32. In comparison, Monks Cross advertises its opening hours from 9.30am until 8pm (with the exception of supermarkets); the Designer Outlet from 10am until 6pm with late-night opening until 8pm on Thursdays while stores at Clifton Moor (with the exception of supermarkets) generally close at either 6pm or 8pm.

Further Information Gathered

33. In light of the evidence from the survey of other cities, which showed that opportunities for businesses to extend their opening hours was most easily achieved where there are clusters of shops, the Task Group agreed it would be useful to identify an area of the city centre containing a cluster of businesses where this approach might be further investigated.
34. With this in mind, the then Chair of the Task Group, Councillor Hyman, met with the manager of the Coppergate Centre on 15 November 2013. As well as being the home of the Jorvik Centre, Coppergate is a shopping hub featuring major high street stores including Top Shop, Boots, Fenwicks, Body Shop, and Clarks as well as smaller shops and cafes and is soon to be the site of a Primark store in the premises currently operated by Marks and Spencer.
35. The Chair was encouraged by the enthusiasm and positivity of the centre manager towards extending retail opening hours. The manager confirmed this is something that has already been discussed with tenants including the managers of Fenwicks and Top Shop

Further Analysis

36. In view of the information above the Task Group should note that York appears to be doing as well as, if not better than, similar cities with regard to extending retail opening hours after 5pm. However, to further develop the night-time economy, the Task Group may wish to consider how the Council may better encourage retailers to collaborate and co-operate in order to:

- a) Optimise their opening hours
- b) Capture maximum spend (see paragraph 13)
- c) Benefit from working as a shopping hub e.g. like the Coppergate Centre

37. Evidence from the Task Group Chair's meeting with manager of the Coppergate Centre shows that one perceived barrier to extending retail opening hours in Coppergate is that Piccadilly Car Park closes at 6.30pm.
38. The committee may wish to investigate whether the opening hours of all the council's city centre car parks could be extended (i.e. those that currently close before 8pm). Also, what would be the positive and negative effects of offering free car parking after 5pm on late night shopping evenings?

Focus Groups

39. To further gather the views of resident on the night-time economy two focus group meetings were held in November 2013.
40. At the meetings public transport was cited as a key issue and was seen as a barrier for some wanting to use the city centre at night. There was concern over the frequency and reliability of buses which included:
- That passengers routinely had to catch one bus earlier to make sure they reach their destination on time;
 - That bus services were poor after the main commuter hours;
 - That the frequency and reliability of buses is not just a problem for people getting home from the city centre, but also for people getting into the centre after 7pm;
 - That park and ride closes too early for people to stay in the city centre later in the evening;
 - That it was difficult for people to attend the theatre or cinema as buses on some routes stop before the performance has ended.
41. The focus groups considered that between 5pm and 7pm there was little alternative in the city centre to frequenting bars, pubs and restaurants.

There are few coffee shops open and no metropolitan atmosphere in the city centre.

They felt shops need to stay open longer for working people who do not necessarily want to come into the city centre at weekends. Residents were in favour of later retail opening hours to encourage people to come into York city centre after 5pm or to stay in the city centre. They felt this would have the knock-on effect of people spending at other businesses, not just shops.

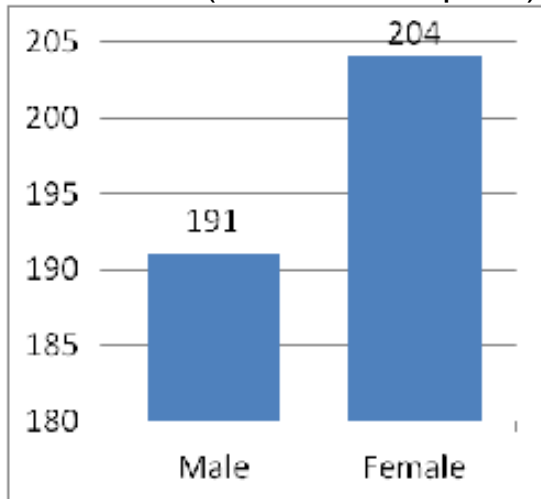
Key Partner Meeting

42. The Task Group had previously agreed that the transition from day to evening needs to become a more profitable period for the city centre and decided to invite the following to a meeting on 10 December 2013 to discuss the findings to date and the survey results, and to identify ways of developing the evening retail offer and any potential barriers:
 - Representatives of York Retail Forum
 - The Federation of Small businesses
 - City Team York
 - Representatives of Bus Companies
 - Taxi and private hire federations
43. The meeting was well attended and included representatives of retail and transport groups as well as CYC's Sustainable Transport Operations Manager and the Economic & Enterprise Manager.
44. The Chair explained that the intention of the review was not just attracting people to the city centre it was also about finding ways of encouraging people, including the thousands of city centre workers, to stay in the centre longer.
45. He also explained that the Task Group was not a decision making body but sought to gather the views of people involved in York's night-time economy so recommendations could be made to the Economic and City Development Overview and Scrutiny Committee.

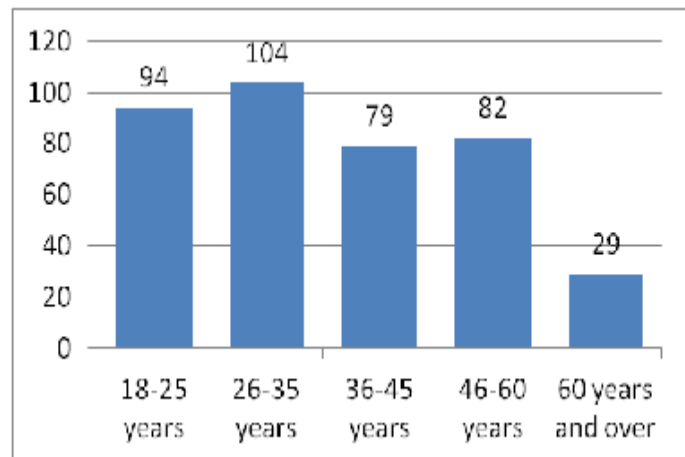
Findings from 'Yorkafter5' Survey

46. There were a total of 472 responses to the 'Yorkafter5' survey. For those we have the following equalities breakdown:

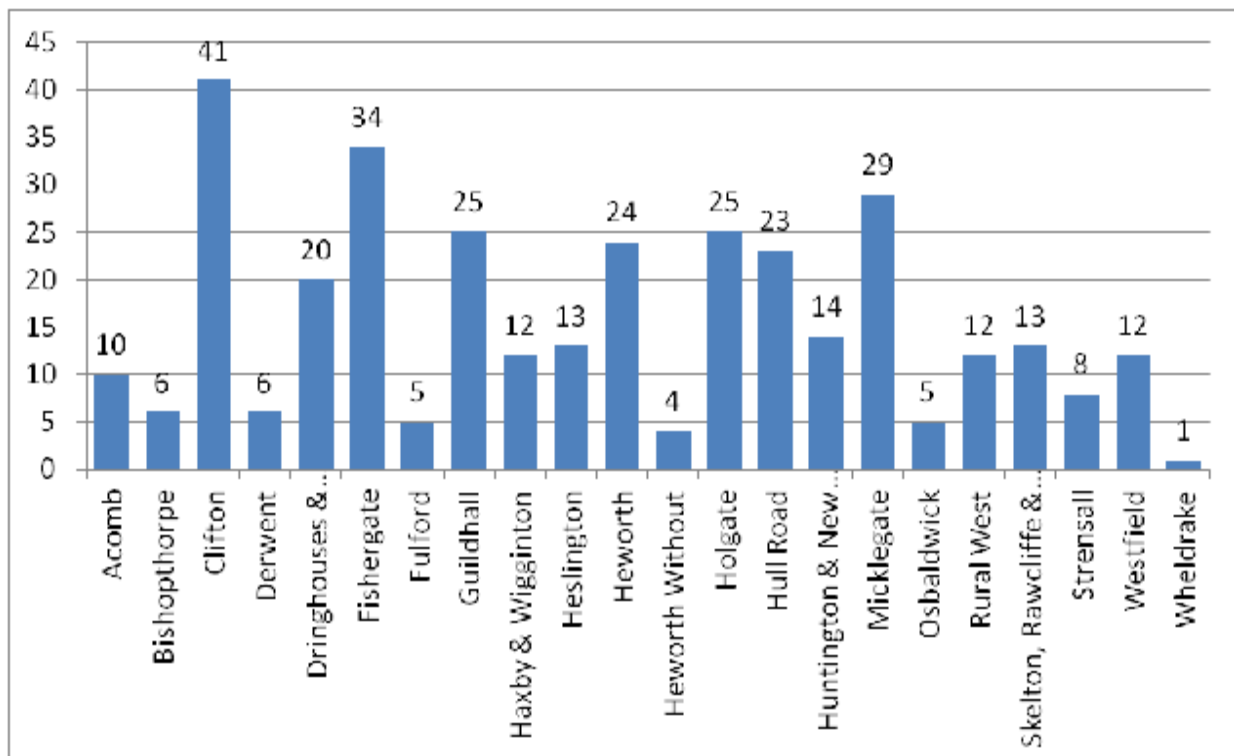
Gender: 395 provided their gender
(77 did not respond)



Age: 388 provided their age
(84 did not respond)



Ward: 342 provided a complete postcode which can be matched to a York ward. An additional 53 respondents provided a partial postcode which can be identified as York but not to a particular ward (77 did not provide a postcode).



Responses to Generic Questions

47. Do you use the city centre after 5pm?

There were 469 responses to the question. Of those, a majority indicated that they use the city centre between 5pm and 11pm, with 44% using the city centre at some time between 11pm and 5am.

	<u>5-7pm</u>	<u>5-8pm</u>	<u>8-11pm</u>	<u>11pm-5am</u>	<u>Do not use</u>
Overall	51%	75%	89%	44%	6%
Male	48%	75%	84%	51%	5%
Female	56%	78%	80%	38%	4%
18-25	54%	64%	85%	84%	1%
26-35	55%	75%	85%	43%	5%
36-45	48%	84%	79%	38%	6%
46-60	56%	80%	77%	26%	7%
60+	31%	83%	83%	0%	3%

48. It should be noted that a proportion of the people who responded positively to using the city centre between 5pm and 7pm and 5pm and 8pm could be making their way home from work in the city centre.

49. Why do you to visit the city centre after 5pm?

There were 452 responses the question. Responders were given a number of options and asked to tick all that applied:

	<u>No.</u>	<u>Social</u>	<u>Cultural</u>	<u>Business</u>	<u>Other</u>
Overall	452	92%	72%	16%	8%
Male	186	89%	69%	19%	11%
Female	198	93%	79%	12%	6%
18-25	93	98%	67%	19%	8%
26-35	101	94%	76%	17%	8%
36-45	77	94%	78%	12%	5%
46-60	78	92%	74%	14%	12%
60+	28	57%	79%	18%	11%

50. In regard to the 8% (35 responders) who indicated 'Other', the following reasons were indicated:

- Shopping/banking
- Live in the city centre
- Commuting
- Work
- Attending Meetings
- Fishing
- Transporting others in and out of the city centre

51. In your opinion, what is good about the city centre and the activities in York after 5pm?

There were 284 responses to the question - specific feedback is shown at Annex C.

52. There were many positive comments about the city centre including its attractiveness, its compact nature, the large variety and good quality of its restaurants and bars, its safe and friendly atmosphere up to 8-9pm, and its uniqueness. Whilst specific annual one-off events were mentioned, some negative comments were made regarding the city centre's lack of evening activities for families, lack of evening coffee bar culture, and the limited number of alternative activities outside of visiting bars and restaurants. Some respondents liked the fact that the shops were closed after 6pm highlighting that it resulted in a more relaxed atmosphere in the city centre. Others thought shops opening later would encourage city centre workers to remain in the centre and partake in the rest of the evening offer. A small number expressed the view that there was little or nothing to do in the city centre in the evening and that the city centre was dying. Also that the current offer is mainly aimed at tourists and not residents.

53. What might improve your use or enjoyment of the city centre?

There were 286 responses the question – specific feedback is shown at Annex D.

54. The question brought a wide variety of responses with many wanting to reduce the number of drunken people as well as hen and stag parties in the city centre at night. A large number wanted shops to open later at night while others suggested cafes should open later and that the city should try to develop a cafe culture. There were also calls for more non-alcohol based events such as evening markets and live music events, including street entertainment. A number of respondents suggested better lighting in some areas of the city centre and other wanted more police on the streets. A significant number wanted more frequent and cheaper buses running later into the night while motorist wanted more car parking at a reduced cost or free after 5pm.

Questions Specific to Economic & City Development Overview & Scrutiny Committee NTE Review

Retail Questions and Responses

55. Currently very few shops are open after 5:30pm – If opening hours were extended, would you be likely to come into or stay later in the city centre?

There were 429 responses the question. Of those, 343 (80%) said Yes and 86 (20%) said No.

	Gender		Age				
	Male	Female	18-25 years	26-35 years	36-45 years	46-60 years	60+ years
No. Of Responders	190	204	94	104	78	82	29
Yes Responses	75%	88%	91.5%	83%	77%	82%	55%
No Responses	25%	12%	8.5%	17%	23%	18%	45%

56. Retailers at the meeting were concerned that while the survey indicated an overall 80% of respondents would come into or stay later in the city centre if retail hours were extended, this did not appear to be the case on the evidence of support for late-night opening in the run up to Christmas. They considered that the late-night shopping offer had been failing for a long time.
57. They stressed that there were no retailers who would not switch their hours if they could make more money from it but that if the people were not there the shops would not open as there is already a lot of pressure on shops and large chains have huge outgoings.
58. From a retail standpoint York was now a seven days a week city and this has affected late-night shopping. While there was support for the concept the Task Group was told that some retailers did not have the appetite for late-night opening and the majority who did open later were not making any money from doing so. The Retail Forum has already discussed the possibility of changing late-night opening from Thursday to Friday.
59. They considered the biggest barriers to extending retail opening hours to be:
- a lack of coordination;

- a lack of promotion and marketing;
- car parking;
- that pedestrianisation finishes at 5pm.

60. The Task Group might want to consider that to change retail opening times there would need to be coordinated action backed up by solid promotion. The retailers felt there needs to be an explosion of events in the city to kick-start extended opening hours. There needs to be a diverse mix of activities combining culture, eating, drinking and retail.
61. There was a perception that the city closes down between 5pm and 7pm and what was needed was a complete cultural experience both to attract people and keep people in the city centre during this period.
62. The Task Group accepted that changes in retail opening hours could be a long process. Retailers suggested that a way forward could be to look to make any changes in December 2014 - December being the peak month of the year - monitor the response from customers and, if it is a success, build on that. A Task Group Member suggested a good time would be to link an extension of retail opening hour to the Tour De France Grande Depart in York.

Transport Questions and Responses

63. How do you travel into the city?
There were 445 responses the question.

	Bus	Train	Car	M/cycle	Bicycle	On foot	Taxi	Other
Overall	42%	2%	37%	0	24%	60%	30%	3%
Male	42%	2%	33%	0	24%	61%	31%	5%
Female	45%	2%	37%	0	25%	60%	33%	1%
18-25	69%	3%	15%	0	21%	68%	56%	1%
26-35	25%	5%	33%	0	28%	76%	18%	1%
36-45	38%	0	34%	0	25%	56%	37%	4%
46-60	42%	0	51%	1%	27%	45%	26%	7%
60+	52%	0	66%	0	21%	41%	10%	0

64. How do you travel out of the city centre after 5pm?

There were 444 responses the question.

	Bus	Train	Car	M/cycle	Bicycle	On foot	Taxi	Other
Overall	34%	4%	38%	0	23%	54%	53%	2
Male	32%	4%	33%	0	24%	57%	57%	3%
Female	37%	3%	38%	0	24%	54%	56%	0
18-25	53%	2%	17%	0	19%	61%	80%	0
26-35	20%	8%	34%	0	27%	73%	44%	0
36-45	30%	3%	35%	0	27%	485	65%	1%
46-60	35%	1%	51%	1%	27%	41%	46%	6%
60+	39%	4%	61%	0	21%	36%	29%	4%

65. What factors influence your choice of transport into and out of the city centre after 5pm?

There were 362 responses the question. Responders were also asked to provide their postcode to help indicate the distance they travel into the city centre. The postcode information was used to identify which ward the responder lived in – specific feedback is shown at Annex E.

66. Almost one-third of survey respondents commented on the availability and frequency of buses to and from the city centre with many expressing the view that some services finished too early while other were concerned about costs. A number of people also questioned the closing times of Park and Ride sites. Some drivers commented on the cost and difficulty of parking in the city centre although others praised free parking for residents after 6pm. Generally the choice of transport depended on the distance to be travelled – a significant number used bicycles or walked - the weather, time of day and whether the respondents intended to have a drink on their night out.

Buses

67. While bus company representatives accepted the concerns of the focus groups and data in the survey over frequency and reliability (paragraphs 39-40 and the comments of people who took part in the survey), and agreed that reliability was key.

They assured the Task Group that they did everything they could to review the operation of the transport network.

68. They made the point that York was a difficult city in which to operate buses because of the volume of traffic and that it did not take much, a badly parked car for example, to cause services to be delayed.
69. The representatives stressed to the Task Group that to bring more people into the city there needs to be something happening. They run extra services outside their contracts when special events are held.
70. They were concerned that late-night shopping could present a huge risk as there was uncertainty over demand compared to the costs they would incur with wages and fuel.
71. Bus companies were also open to the idea of being part of promoting the city, pointing out that they had hundreds of buses running round that could advertise what retailers were doing.
72. The Task Group noted that retailers were keen to work hand in hand with bus companies as the retailers did not want empty shops and the transport operators did not want empty buses.

Taxis and Private Hire

73. The Task Group was made aware that what was considered to be a dead period for many in the city centre was, for private hire operators, one of the busiest periods of the day. However, they pointed out that much of their business between 5pm and 7pm involved taking people home, not bringing them into the city centre.
74. Their biggest problem was traffic which made it difficult getting around the city with some thoroughfares being cut off by rising bollards.
75. One of their big concerns with any extension of retail opening hours and late-night shopping was that streets in the city would be closed and they would not be able to access the centre.
76. The Task Group was assured, however, that as an industry they were keen to help promote any measures that would improve the city.
77. The Chair mentioned that he had an app on his phone which gave him real time information on bus arrival times and was told by private hire representatives that similar technology was available to them to give them the exact location and arrival times of their vehicles. The meeting was encouraged that technology made it possible for businesses to be more customer focused.

Conclusions

78. Evidence from the focus groups and findings from the survey indicate that residents have an appetite for extending retail opening hours in the city centre. However, retailers were wary as this was not borne out in support for late-night opening in the run up to Christmas. Preliminary suggestions had emerged to trial and assess the results of later opening in December 2014 or to coincide with the Tour De France Grand Depart.
79. There is a general consensus that there needs to be a coordinated approach to any changes in retail opening hours with retailers working closely with CYC and transport operators.
80. Should there be a change this will need to be properly promoted so residents know when shops will be open and when buses will be running,
81. As was the case in other cities, retailers and transport operators agreed that special events in the city centre were a catalyst for attracting people into the centre and the Task Group may consider this was something that should be encouraged.
82. Transport operators agreed that reliability of their services was key and will do everything they can to review the transport network.
83. There appears to be an encouraging level of cooperation between retailers and transport operators and a willingness to work together to promote measures that will benefit the city centre.

Further Action

84. In December 2013 Councillor Hyman had to resign from the Task Group because of work commitments and the other two members agreed they needed a third person on the Task Group to progress the work. As a result, in January 2014 Councillor Semlyen offered to resume her role on the Task Group, a move which needs to be ratified by the full Committee.
85. On 15 January 2014 the Task Group met to formulate recommendations to be made to ECDOSC on 28 January. Task Group Members considered evidence gathered during the review with the aim of identifying measures to increase footfall in the city centre between 5pm and 7pm – based on the previous three month seasonal average bearing in mind major events, the weather and events beyond CYC control – to boost cultural and economic activity and reduce rush-hour traffic.

Report Recommendations

86. In relation to its specific aim and objectives, the Task Group recommends:

- (i) That the Economic Development Unit:
 - (a) liaise with city centre businesses and the City Team York to agree a specific day or days of the week for appropriate late night opening by autumn 2014.
 - (b) work with City Team York to develop proposals for the Council to provide support and guidance for city centre businesses to help coordinate a city-wide marketing and branding strategy to promote late night opening hours;
 - (c) In relation to a potential city centre late-night opening pilot at Coppergate Shopping Centre:
 - hold further talks with the management of the Coppergate Shopping Centre to encourage the further development of a late-night shopping offer at the Centre.
 - hold discussions with the operators of the Jorvik Centre and other attractions near the Coppergate Shopping Centre (eg museums) to encourage them to open later on the days selected for late-night shopping.
 - enter into discussions with Primark at an early stage to seek to use their arrival at the Coppergate Centre as a catalyst for the further development of the Centre's evening offer.
 - work with the Coppergate Shopping Centre to provide business confidence measures and encourages the Centre to share information on the success of any late night opening offers and the effect on their trading between 5pm and 7pm.

- (d) liaise with the City Team York and city centre businesses and attractions to encourage them, by the end of 2014, to clearly display their opening and closing times for each day of the week.
 - (e) ask the City Team York, in line with Association of Town Centre Managers (ATCM) research, to encourage businesses to open later and close later to potentially increase revenue by 10-20%.
- (ii) That the Sustainable Transport Operations Manager invite bus and Park & Ride operators to:
- (a) discuss proposals for later buses to serve the city's night-time economy, particularly for the days chosen for later (post 6pm) opening and major cultural festivals, and the potential for discounted travel;
 - (b) consider ways of improving consistency in Park & Ride closing times, and consideration of extending the policy for pay on exit;
 - (c) work with the City Team York and relevant city centre businesses to develop reciprocal promotion of any new offer with suitable discounts / advertising.
- (iii) That Director of City & Environmental Services explore proposals for the Council's city centre car parks to be free to residents from 5pm (instead of 6pm at present), subject to ticket machine programming issues and associated cost implications, in co-ordination with a consistent city centre car parking and public transport offer.
- (iv) That CYC Transport team consider extending the opening time of CYC secure city centre car parks until 8.30pm on most nights and 11.30pm on Friday and Saturday, providing this is consistent with the parking policy and other work being undertaken in this area and pending revenue implications.

87. The following two issues were not part of the Scrutiny Review remit and while no evidence was gathered by the Task Group it was felt that compliance with 10mph speed limits in footstreets and lower speed limits for other city centre streets were worthy of further examination and the Task Group therefore recommended:

(v) That the Council consider addressing driver compliance speed limits in footstreets with signage and light touch enforcement or average speed cameras with number plate recognition.

(vi) That the Council monitor city centre road speeds in order to determine how best to enhance safety for pedestrians and cyclists, such as early adoption of 20mph or lower limits for city centre and peripheral streets with high levels of pedestrian use.

Options

88. Having taken account of the information above, the Committee can identify what, if any, further information may now be required, or it can approve the recommendations and submit them to CSMC, for further consideration as part of the wider review on night time economy (YorkAfter5) it is undertaking.

Council Plan

89. The review would contribute actively to the following priorities identified by the Council in its Plan for 2011-15:

- Create jobs and grow the economy;
- Build strong communities;
- Get York Moving

Implications

90. Implications arising from extended, later opening hours have emerged as a result of the consultation undertaken by the Task Group. These range from the provision of city centre car parking, transport in and out of the city centre and promotion to the viability or otherwise for the businesses in York. Some of which will need to be taken into account during discussions with City Team York and retailers as any firm proposals develop. Any immediate direct implications for the Council in terms of resources and income, as a result of changes to city centre parking arrangements etc and specifically in relation to the issues raised

in paragraph 88 of the report, will be reported to ECDOSC at its meeting on 28 January 2014.

Risk Management

91. There are no direct risks at this stage associated with the vast majority of the Task Group's recommendations, which largely invite discussions and put forward proposals with retailers and the City of York Team to improve diverse commercial opportunities in York after 5pm. Any risks associated with any implications which may be reported from any of the remaining recommendations above will be identified at the meeting on 28 January 2014.

Recommendations

92. (i) The Committee is recommended to ratify the re-appointment of Councillor Semlyen to the Night-Time Economy Task Group following the recent resignation of Councillor Hyman.
- (ii) Having considered the information provided in this report and its annexes, Members are asked to consider and endorse the recommendations arising from this review as shown in paragraphs 86 & 87.

Reason: To ensure compliance with scrutiny procedures, protocols and the Committee's annual workplan.

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Report Approved



Date 16/1/2014

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

All



For further information please contact the author of the report

Annexes:

Annex A – Review Workplan

Annex B – Sample Survey of city centre closing times

Annex C – What is good about city centre?

Annex D – What might improve the city centre?

Annex E – What influences your choice of transport?

Annex F – Abbreviations

ANNEX A- Economic & City Development Overview & Scrutiny Committee

Night Time Economy Scrutiny Review

Aim of Review: To Improve diverse commercial opportunities after 5pm in, and evening transport to and from, York City Centre

Suggested Review Objectives	Method	Meetings Required
<p>i) Investigate solutions to barriers for extended retail opening hours in York.</p>	<p>1. Research:</p> <ul style="list-style-type: none"> a) How other UK city centres have achieved extended retail opening hours and other non alcohol based activities after 5pm. b) The previous work of CYC and its partners to encourage a more vibrant and profitable night-time economy c) Carry out analysis with other similar cities and those exhibiting best practice d) Carry out an analysis of what is currently on offer in York. 	<p>15 October 2013</p>
<p>ii) Identify barriers to evening retail opening hours by gathering residents and retailers views</p>	<p>2. Via consultation survey, investigate:</p> <ul style="list-style-type: none"> a) Residents appetite for extended retail opening hours b) Residents concerns about visiting the city centre during the evening. <p>3. Meet with retail organisations and CYC officers to discuss and encourage extended retail opening hours in the city centre and consider any perceived barriers.</p>	<p>10 December 2013</p>

<p>iii) Investigate options for improved public transport to support York's night-time economy</p>	<p>4. Meet with public transport operators to discuss</p> <ul style="list-style-type: none"> a) any barriers and possible solutions for improved evening public transport. b) options for increasing public transport which are viable and mutually beneficial to providers, users and CYC. 	<p>10 December</p>
<p>iv) Identify suggestions for improvements</p>	<ul style="list-style-type: none"> 1. Use outcomes from Consultation to identify possible improvements 2. Investigate options for promotion and publicity 	<p>Meeting 3, tbc</p> <p>Meet with appropriate officers to consider all of the information gathered to date and;</p> <p>Identify suitable draft recommendations</p>
		<p>Meeting 5 – Date TBC</p> <p>Consider Draft Final Report</p>

ANNEX B**Sample survey of retail closing times in York on 1 November 2013**

	Mon	Tues	Weds	Thurs	Fri	Sat
PICCADILLY						
M&S (Homes)	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Bright House	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Argos	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Top Shop	6pm	6pm	6pm	6pm	6pm	6pm
Tesco	11pm	11pm	11pm	11pm	11pm	11pm
COPPERGATE						
Trade Secret	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Ryman	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Boots	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
M&S (Homes)	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Greenwoods	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Clark's	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	6pm
Fenwicks	5.30pm	5.30pm	5.30pm	5.30pm	6pm	6pm
Ark	6pm	6pm	6pm	6pm	6pm	6pm
Body Shop	6pm	6pm	6pm	6pm	6pm	6pm

	Mon	Tues	Weds	Thurs	Fri	Sat
Top Shop	6pm	6pm	6pm	6pm	6pm	6pm
Whisky Shop	6pm	6pm	6pm	6pm	6pm	6pm
Choice Select	6pm	6pm	6pm	6pm	6pm	6pm
Starbucks	6.30pm	6.30pm	6.30pm	6.30pm	6.30pm	6.30pm
Cafe Nero	7pm	7pm	7pm	7pm	7pm	7pm
Face Etc (Spa)	8pm	8pm	8pm	8pm	8pm	5.30pm
CONEY STREET						
Robson & Cooper	5pm	5pm	5pm	5pm	5pm	5pm
Clinton Cards	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
EE	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Phones 4U	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Monsoon	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Rituals	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
3 Store	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Greggs	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
JD	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Jack Wolfskin	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Swarovski	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Edinburgh Woollen	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Burgins	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Carphone Warehouse	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm

	Mon	Tues	Weds	Thurs	Fri	Sat
Vodafone	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Curry's PC World	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Yumi	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	6pm
Chocolat	5.30pm	5.30pm	5.30pm	5.30pm	6pm	6pm
H&M	5.30pm	5.30pm	5.30pm	5.30pm	6pm	6pm
Holland & Barrett	5.30pm	5.30pm	5.30pm	6pm	6pm	6pm
Leia	6pm	6pm	6pm	6pm	6pm	6pm
WH Smith	6pm	6pm	6pm	6pm	6pm	6pm
Millets	6pm	6pm	6pm	6pm	6pm	6pm
Next	6pm	6pm	6pm	6pm	6pm	6pm
Office	6pm	6pm	6pm	6pm	6pm	6pm
Lush (Cosmetics)	6pm	6pm	6pm	6pm	6pm	6pm
Banks Music Room	6pm	6pm	6pm	6pm	6pm	6pm
HMV	6pm	6pm	6pm	6pm	6pm	6pm
Boots	6pm	6pm	6pm	7pm	6pm	6pm
Games Workshop	6pm	Closed	Closed	8pm	6pm	6pm
TK Maxx	6pm	6pm	6pm	7pm	7pm	7pm
Herbal Inn	6.30pm	6.30pm	6.30pm	6.30pm	6.30pm	6.30pm
Betty's	9pm	9pm	9pm	9pm	9pm	9pm
Morrisons	11pm	11pm	11pm	11pm	11pm	11pm
Cornish Bakery	1am	1am	1am	1am	1am	1am

	Mon	Tues	Weds	Thurs	Fri	Sat
HIGHER OUSEGATE						
Shoe Zone	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Card Factory	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Lakeland	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Waterstone's	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	6pm
Fat Face (Clothing)	6pm	6pm	6pm	6pm	6pm	6pm
Urban Outfitters	6pm	6pm	6pm	6pm	6pm	6pm
PARLIAMENT ST						
Vision Express	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Carephone W'house	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Thomsons (Holidays)	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Thornton's	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Optical Express	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Hotters	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Barretts	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Vodaphone	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
EE	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
New Look	5.30pm	6pm	6pm	6pm	6pm	6pm
Disney	6pm	6pm	6pm	6pm	6pm	6pm
Pret a Manger	6pm	6pm	6pm	6pm	6pm	6pm
Claire's	6pm	6pm	6pm	6pm	6pm	6pm

	Mon	Tues	Weds	Thurs	Fri	Sat
Wittards	6pm	6pm	6pm	7pm	6pm	6pm
Marks & Spencer	6.30pm	6.30pm	6.30pm	7pm	7pm	7pm
DAVYGATE						
Coast	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
East	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
Laura Ashley	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	6pm
Browns	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	6pm
French Connection	5.30pm	5.30pm	5.30pm	6pm	5.30pm	6pm
Debenhams	5.30pm	5.30pm	5.30pm	6pm	6pm	6pm
Gap	6pm	6pm	6pm	6pm	6pm	6pm

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Annex C

In Your opinion, what is good about the city centre and the activities in York after 5pm?

1	Nothing
2	Very little
3	Between 5.30pm and 7pm it is dead
4	Unique shops and the ability to support local trades people
5	Theatre cinema and restaurant
6	Very pretty, particularly in the winter and at Christmas
7	A pleasant city to walk round (if you keep away from the Micklegate end), decent pubs and restaurants, always something going on.
8	Great selection of pubs. The recent illuminating York festival was really good. York Explore library is open till 8pm which is very convenient. The new evening bus ticket on First buses is a good idea.
9	The City is still beautiful, well lit and has good cultural events
10	Good variety
11	The clubs and some shops that are open late. Some of the activities such as illuminating York.
12	Good atmosphere up to around 9pm
13	Beautiful city
14	It can be a really lively and convivial place. All sorts of different people are out on the streets - theatregoers, clubbers, buskers, the homeless, Food Not Bombs...
15	Good range of pubs
16	The buzz and atmosphere; it's a beautiful city by night and there's lots to do from a social point of view.
17	Restaurants and live music
18	The city centre always looks really pretty all lit up and there are lots of nice little bars. However all the cafes and shops are shut and there are never any evening markets or stalls or things to visit.
19	Density and variety for a small city

20	Plenty of nice restaurants, pubs and bars, as well as clubs. Also, they shut off all the roads except to taxis and buses.
21	The town is dead usually as so much is closed. I'd like more cafés and places like Borders used to be. Lots of live music.
22	There are a wide variety of restaurants bars and pubs open till late.
23	Lots of pubs
24	Very good pubs, bars and restaurants
25	The bars and clubs available.
26	Clubs are OK, pubs are fantastic!
27	Restaurants and bars and cinema (City screen)
28	Nightlife.
29	It's beautiful, especially towards Christmas as all the lights and decorations go up.
30	No shoppers Mid week can be calm and when light York looks fabulous and I'm proud to live her
31	Wide variety of activities available.
32	Quite a compact area for drinking and eating out.
33	Good variety
34	Very calm, picturesque and relaxing.
35	Day tourists have left and there's a more localised atmosphere
36	York ik beautiful in the dark - especially with the lighting! It should be enjoyed much more!
37	Lots of restaurants.
38	It's pretty and the pubs/etc are very good
39	After work.
40	Things are close together so it's easy to get around.
41	The choice of pubs is superb. There are also many great restaurants.
42	It's dense enough to have that "bustling" feeling.
43	Theatre and City Screen
44	The festivals and choice of places to eat and drink.
45	Choice
46	Restaurants and the theatre
47	Increase in cafes/restaurants opening until later.
48	Restaurants and bars
49	Very little - the cinema on Coney Street?

50	Musical concerts Wide range of restaurants
51	Lots of restaurants / coffee shops
52	The outdoor cultural shows are great (Museum Gardens, Illuminating York). They are also very child-friendly, so we attend those.
53	I LIKE that shops close at 5-6pm. Appreciate that there is a range of cultural activities - plenty of theatres, live music.
54	There are some very nice pubs!
55	I like restaurants, and there are some nice ones in town. There is also more live music available than many people credit York for, at the Basement, Fibbers, Duchess, Barbican as well as pubs, and this I like.
56	There is a good mix of things for people of all ages and interests
57	plenty of pubs and bars, plenty of people, all good
58	At the moment, very little. Special events like Illuminating York and the food festival are great.
59	Best things are the theatres.
60	Lively. varied pubs. Music scene getting better.
61	I particularly like the evening events aimed at everyone including families - such as Illuminating York and the walking around theatre type events - where there is a nice, friendly atmosphere
62	Xmas late night shopping - markets etc tend to give the place a nice glow and friendly atmosphere. Events such as Illuminating York facilitate a more family-friendly atmosphere.
63	Liveliness
64	Restaurants and cocktail bars
65	Lots of bars and restaurants. Proximity to everything.
66	The range of festivals, places to eat, bars and theatre.
67	Not a lot.
68	Good range of restaurants bars and cinemas/Theatre
69	The ability to cycle through the centre, it is a shame York cannot be more like European cities that conveniently and safely allow cyclists to cycle pedestrian areas all day
70	Large range of pubs, bars and restaurants
71	It's still quite busy after 5pm going into the evenings which is a bonus!

72	York has a vibrant cultural life after 5pm, with various bars and restaurants and cinemas and theatres. It is also a beautiful city in which to take a walk after 5pm.
73	Nice pubs
74	Variety of options available
75	The City Screen is great, as is Bettys.
76	Nice pubs and restaurants
77	It is compact and easy to get around on foot.
78	Good variety of restaurants. Live music in pubs. There is a buzz about.
79	The city is very attractive at night.
80	Cafés are still open
81	Good choice of pubs, plenty of people generally still about.
82	There are plenty of bars and restaurants to choose from.
83	Lots of nice pubs/bars.
84	Nice restaurants
85	There is plenty of variety in places to eat and drink and having the cinema is good too.
86	The range of festivals and events - though most of these happen in the winter months is seems
87	It feels safe to walk around compared to larger cities I have lived in such as Manchester
88	There is a lot, perhaps more than many cities of a similar size. Plenty of club/society friendly pubs which people can gather, many events (theatre, dance, art, live music).
89	Yes late night shopping would be great. It would help with restaurants too, and would be good if it was Wednesday or Thursday. Would also draw in a different crowd of people and 'dilute' the number of club goers etc, so they wouldn't appear so bad perhaps?
90	Lots of pubs, restaurants, clubs.
91	The City Screen is great for both films and gigs, however, if you find yourself in York after 8pm there really isn't a lot to do other than go to a pub or club. It's a shame!
92	Number of pubs and restaurants in the vicinity.
93	Lots of nice pubs
94	Not much. It's just a place to hang out and meet friends.
95	There are a lot of restaurants

96	Pubs, bars, restaurants, theatres.
97	The variety of restaurants, cocktails bars, pubs and clubs
98	The different bars, pubs and restaurants are good and varied.
99	The pubs are a brilliant part of the city and if they stayed open late I would happily spend all evening in them rather than the bars which open later. More Cafes should stay open later to offer alternatives, although City Screen is a good place to go if you want a chat and a brew.
100	The centre is beautiful and full of great places to eat and visit
101	Energy, excitement, sense of occasion - the night life of the city is a good thing it just needs to be balanced with other ways of being in the city centre. We don't want to gentrify York beyond recognition - just create a range of options and different ways of being out at night in York.
102	Great food and social scene
103	Not much
104	Real ale pubs and the local pub scene is great
105	Lots of choice so catering for all people
106	There is a diversity of offers
107	It's just a city centre.... nothing special..and that's fine
108	An excellent example of what I feel York should be like after 5pm was seen in the recent "illuminating York" festival - a good-natured throng of all ages, enjoying themselves. Unfortunately the usual rowdiness returned after 9 pm.
109	It is better than most towns. It would be good to have a more cafe society
110	Good choice of new bars in Minster Quarter. Decent Restaurants
111	Atmosphere of the city, social activities - food and drinks, cinema etc. It's a shame shops close so early because it means people leave the city early.
112	The city centre is very attractive after dark and there is a good selection of pubs and the restaurants seem to be improving. There is very little outside of that.
113	Good selection of craft beer bars
114	Live entertainment, lots of options for pubs, easy to walk around
115	Great range of cultural activities - the city screen in particular is fantastic

116	When shops are open later it encourages those who work in the city centre to shop later. I would be happy to shop later in the evening, especially in the summer months when it is lighter late on.
117	That it's full of bars and restaurants
118	Good bars and restaurants
119	Restaurants
120	The Cinema and theatres plus many of the restaurants and pubs do offer great variety and service
121	None, there needs to be more bike racks if you want people to bike into the city centre.
122	Great independent bars and restaurants. Theatre has good shows every now and again. Plus the opera house has good touring shows.
123	Restaurants and the arts venues
124	More shops seem to be opening later in the evenings until 6pm (e.g. Boots, H&M, Lush)
125	Looks nice, always safe, good events on Parliament St,
126	Lots of good places to eat
127	Generally easy to walk around and admire. Those small express shops help make the centre useful at night
128	Variety of activities
129	Currently the Christmas Lights add to the ambience Good theatres Choice of restaurants
130	Restaurants
131	Good variety of night life in terms of bars/restaurants but not much cultural activity except very rarely ie illuminate York, late museum openings etc, not many shops open
132	York is quite pretty in the dark too - I like the central cinema & nice pubs. I like that there's a bit of variety in the type of pub you can go to.
133	Vibrant and lively (although very drink focussed)
134	There is a vibrant and sociable atmosphere in the city at night
135	Shops open, lively restaurant culture and bar culture, cinema, live music, live comedy, lectures.

136	It would be hard to expect shops to stay open later regularly due to costs of staffing and heating etc. I can see that some would like a little longer though and would then possibly stay for food, drinks or cinema/theatre. If so the Park & Ride times would need extending, as they should be to help the city remain open
137	Nicely lit - some streets in the historical areas very attractive after dark
138	Ambience and general York historic buildings
139	It is an attractive and lively place and better than other comparable sites in Tyne/Tees/Yorkshire
140	Vibrant and historic - valid reason to promote tourism
141	Currently the good things about it after 5pm are, the pubs, clubs and bars. Also the cinema and various restaurants. Not a lot else shopping wise as everything closes at 5:30.
142	It is quiet on weekdays but that's not a good thing...
143	THE ACTIVITIES ALREADY MENTIONED BUT NOT ENOUGH AND TOO MUCH EMPHASIS ON THOSE WHO COME JUST TO DRINK AND GET DRUNK
144	Bars, clubs and restaurants are fantastic, and York is an ideal and rather beautiful place to visit in the evenings.
145	The city centre cinema; late night shopping at Christmas;
146	The fact that shops are not open late creates a different ambience to the night time city, it feels much more relaxed and sociable. Allowing later opening times in retail would spoil that atmosphere and make it less attractive.
147	Picturehouse Cinema. Great choice of places to eat and drink. Pubs have a good selection of quizzes, music etc.
148	Cinema, the places on Walmgate, things off the stag and hen party slalom. The theatre is great and Illuminating York this year brought the city to colourful life. This is a beautiful city - behaviour controls need bringing in.
149	Being a small city York does feel relatively safe on an evening and it is a pretty city whether on a summers evening or when decorated with Christmas lights so it is usually attractive. I also like it when you come across something unexpected like finding artwork hanging from the bar walls or the Minster lit up with lasers.
150	It is very picturesque, compact and full of wonder. However, we do not do our best to show the best parts off.

151	The pubs of the city are of national standing and are, on the whole, very well managed and very safe, pleasant places to have a social evening.
152	Lots of good pubs and restaurants, cinema and the theatre.
153	Very little. City screen is only thing that comes to mind
154	Many make the Most of the environment eg illuminating york, st Nicholas fair etc.
155	Poor
156	It is picturesque with plenty of eating, drinking and entertainment
157	The number of bars and experiences to be found in York is inexhaustible, and York attracts many people from outside the city meaning you can be guaranteed an eventful night.
158	Some varied activities at certain times of the year.
159	No activities for families
160	York is a beautiful city which buzzes at all times. It has plenty of venues and activities to suit all ages and tastes at night but one that surprises me is that the coffee bar chains close so early.
161	Bars and restaurants
162	Walking round the centre when it is less busy with shoppers to see the sights. But after 8pm, we do not stay in the centre if out for a walk, due to the drunken yobbish behaviour often seen.
163	Lots of variety, good bars, good cultural activities such as theatre and good venues for music, as well as interesting events throughout the year.
164	Pretty and so many cafes and bars. Still things to see in the streets
165	It's a safe and vibrant city centre.
166	Increasingly diverse eating and drinking experience that has emerged over last 2 decades.
167	NOTHING

168	When the shops/markets are open late, the atmosphere is completely different. York traders currently waste the opportunity that other European cities do not. I know the weather in the UK does not lend itself to Mediterranean style living, but the vibrancy of the Xmas shopping/market opportunities show that people are up for it. So, what is good are the evenings when more people are out, enjoying a range of activities, not just (predominantly) young people out boozing. What is poor is the lack of choice year round - I tried to get a cup of coffee (not in a pub) on Goodramgate on a weekday at 5pm, and failed.
169	There are lots of good attractions - places to eat, theatre, cinema
170	VARIETY
171	There are lots of nice pubs and bars all close together and in well lit safe areas
172	Early dinner offers and the abundance of cultural offerings
173	Lots of things to do, in a beautiful and pretty safe location.
174	I don't really use the city after 5pm. Once I have finished work I usually head home.
175	Markets in Parliament St. Festivals. Number of restaurants and bars giving a choice of different experiences.
176	One-off events like Blood and Chocolate Theatre.
177	Choice of beer and pubs
178	Not much
179	Late night shopping at Christmas is good, although the shops still are not open long enough!
180	Good selection of restaurants and bars, cinemas, theatres
181	Variety of activities
182	Theatre, Grand Opera House
183	The other students who make you feel like your among peers in a safe atmosphere
184	Great Bars and Restaurants
185	It's a pleasant surprise when shops stay open.
186	Stonegate area has a nice feel, particularly in the summer when can use outside seating areas.
187	Not much, unless there is a specific thing on I proactively avoid York city centre most evenings and weekends.

188	Generally safe and plenty of people around, generally good natured. Pedestrian streets and riverside is attractive setting especially in summer for wide range of activities. Festivals and artistic offer gives attractive range of activities
189	Good mix of restaurants, pubs, theatres and cinemas.
190	Variety
191	Plenty of variety in a relatively safe setting.
192	Good mix of bars and restaurants.
193	Bars and restaurants.
194	Many restaurants now make it easier to just walk in and get a table on spec.
195	Plenty of pubs and reasonable restaurants. Theatres OK but now difficult to access due to traffic restrictions and adequate parking for larger events
196	The sheer beauty and history.
197	Restaurants are of good quality and events such as illuminate York good for all the family
198	The real ale pubs and some of the restaurants
199	Plenty of choice, friendly.
200	Lots of theatre choice.
201	It is a very attractive place at night, and it is stil comparatively safe and pleasant.
202	Cultural event, Libraries open late so why not Galleries? Good bars and food offer, City Screen wonderful. All your Festivals especially Illuminating York - my kids love that and the atmosphere changes in the city at night time when that is on. Christmas events especially when the retailers open late for it. York is magical at Christmas times.
203	Range of activities.
204	I don't have an opinion as I rarely come
205	Good night life
206	Special events are good quality and very enjoyable, more please!
207	The first late night shopping days just before Xmas were great, nearly everyone open entertainment on the streets - interesting and bubbling its not just the shops that need to be open but there needs to be entertainment places bars and cafes more family friendly

208	Theatres etc.
209	The night life is much more vibrant then other local towns such as Selby and Doncaster and the setting is much more pleasant to enjoy. Plus there is a wider spread of cultured activity around the city than in other local areas.
210	Early evening offers various attractions
211	Currently, the cinema and the theatre.
212	Currently, not enough goes on in the centre after 5pm. It really feels like 5 o'clock rolls round and the city centre just stops.
213	It gives more options for people who are at work till 5 and also fo tourists to stay in the city longer and enjoy it.
214	Wide range of bars, restaurants both theatres are good but not having a venue for bigger acts is disappointing
215	There is often something happening, be that a festival by the market or a theatrical performance somewhere. It means that there is often something to do, and somewhere different to meet friends. Having a city like this improves the work-life balance.
216	City Screen
217	Eateries are good, but the centre looks drab because most of the shops are closed...if some of the bigger stores were open there would be less emphasis on drinking and getting drunk, and more focus on getting out and about
218	Not much unless you drink to excess.
219	There is little actually. If it wasn't for the fact that York is so beautiful in the dark, I would not venture in
220	Theatres.
221	Not a lot.
222	There are many good quality bars and restaurants in the city centre which seem to mainly what attracts me and others in the evening.
223	Places to eat and drink and the theatre and cinema
224	York can be vibrant and exciting, such as illuminating York, Ghost walks, and Plays in the Park but it is not viable to have these all the time. Not sure I would use late night shopping personally. Great theatres and plays but buses don't run after 8pm which means driving in or taking a taxi.
225	Pubs, cinema

226	We do have some particularly nice bars and eateries. It is a pleasure to live in such a place which is steeped in history, with amazing buildings and architecture.
227	I HAVE ALWAYS FOUND THE SOCIAL LIFE IN YORK TO BE GOOD ESPECIALLY THE PUBLIC HOUSES
228	Its mainly the nice restaurants and city screen cinema that brings us in. Think about late night shopping on a Thursday like other cities. Xmastime really needs late night opening more
229	The nicer bars and restaurants.
230	Nothing much. All for tourists not residents
231	The city centre is dying, without good shops it has no future except as a tourist place. Without a radical change of plans by the council to encourage business it has no future
232	It's my home city - there's so much on offer, restaurants, entertainment, pubs, bars and cafes
233	I like that York is quite a busy town and that there is a mixture of old and new streets to walk along in the evening. For eating out, I think that York has got a good and growing foodie culture. Also, though there are issues with behaviour and safety in York, I still think it is a comparatively safe place to live and work in, and also to be out in during the evening. I have lived here for three years now and though I have had some not so nice experiences, they have not been too serious.
234	Good selection of pubs/bars/restaurants/theatres
235	Good range of cultural activities and restaurants and pubs, but atmosphere in City centre completely dominated by those drinking excessively.
236	Nothing apart from everything closing
237	Very wide range of pubs open
238	Good pubs and restaurants
239	City screen is excellent but there is no where else to go early evening. Shame bookshops don't even stay open late as Borders used to. Think many people who work in city would spend money in clothes shops etc if they were open til 7 pm as they are in other cities, as Weekends can be very busy.
240	Pubs restaurant's theatre pictures
241	Choice of pubs and restaurants, plus city screen and theatres
242	Plenty of pubs and restaurants, central cinema and theatres

243	Not a lot
244	There is a good range of options to take part in arranged activities, e.g. talks, walks, launch events. I appreciate have a city centre cinema, and the theatre. There is an excellent range of places to eat and to have a drink with friends; I particularly like the variety of venue from traditional pub to cocktail bar.
245	In summer, York is a lovely place to wander about and admire before the sun sets. There are some very good restaurants, regardless of season.
246	Nothing
247	Many different events going on. Lot of choice about where to go. Feels safe.
248	Nothing
249	Good range of pubs and restaurants
250	Some shops are open until 6pm or later. There's a great range of restaurants, bars and pubs to choose from.
251	The Minster looks nice when it's lit up. Stonegate can be quite nice as well.
252	It looks pretty
253	Nice to stroll around but not much to do.
254	City Screen is a great cinema with a good atmosphere & facilities, putting on a good variety of films and events
255	Variety of restaurants and other places to eat/drink three venues for shows/plays etc
256	Good selection of bars and restaurants
257	Mostly activities for adults
258	When it's not dead it's a lively city full of good pubs nice city centre to live in night and day
259	Number and variety of pubs and restaurants.
260	It's really nice to walk through the city centre in the evenings, the lighting is good and looks enchanting on the river and on the Guildhall and Minster. We have good theatres and now that the Barbican is open again we are getting good acts again. Activities that set us apart like The Mystery Plays, The light show at the Castle Museum, Ebor Vox and Blood and Chocolate make events interesting and want to attend. We have some fabulous restaurants and bars which are independent and welcoming.
261	The vibrancy of certain areas

262	Not much
263	Not a great deal, 1 cinema, 1 decent theatre, other than that, its bars and restaurants
264	The lighting on the cobbled streets. The cafe/bars. The trees in Parliament Street. The views from cafe windows. The cinema and theatre.
265	Swinegate area seems to do well, but the rest of the city is a bit bleak after 5.
266	York's pubs are excellent but shops should stay open till 8 or so
267	I actually love York between about 6pm and 8pm because it's at its quietest in the centre, it's really beautiful and you can walk around with plenty of space and few people about, it's nice to go sit by the river or have a drink at that time especially in spring/summer. It's that time where most people go home, leave college or go back to their hotels so it's really lovely, everyone comes out again after 8. I love a good night out but it's nice for a small city centre like York to have a couple of hours where there is a bit of space and quiet! I think it would be a bad idea to extend opening hours, shops are open 7 days a week, do we need anymore? Has anyone actually got any money to spend?
268	Vast array of eateries
269	City centre shops are shut more seating is available in parliament street.
270	Beautiful city with many nice places to go. It's the visitors that often cause the issues.
271	I think there is a good tea time bar scene, with major offices and in the city centre, these workers use the bars and restaurants after work and the bars actively advertise things such as 241 cocktails and dinner offers to them to pull them in.
272	The theatres. Restaurants are good, but if the children are with us, we would rather go out of town.
273	It can be quieter, and easier to move around.
274	Good variety of bars with quiz's and events. Excellent city centre cinema. Nice restaurants. Generally good touring productions/comedians at the theatre.
275	Theatres, cinema, restaurants
276	its fine, just let businesses do their thing....
277	The range of pubs and restaurants.
278	Good pubs

279	York is such an accessible city - small enough to traverse in a few minutes, small enough to care. It has some lovely, interesting, independent restaurants and bars.
280	Cultural, tradition and historical nature
281	York has excellent restaurants, and excellent pubs. I just wish we could use the pubs more at the weekend.
282	Plenty of theatre and cinema, and some good restaurants
283	Caters for all tastes, some fantastic bars and pubs with great character and personality
284	Its compact, don't have far to walk to get around. Lots of nice restaurants & bars

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Annex D

Please give one suggestion of what might improve your use or enjoyment of the city centre after 5pm?

1	Summer jazz cafe - open air.
2	Freedom to use All of the Roads & Streets & I am not just on about Lendal Bridge but I do think we use too many unnecessary traffic lights, for instance prior to the Lendal change when the lights at the end of Gillygate/Bootham/Exhibition Square are off the traffic runs much smoother.
3	Stop pushing York to become Blackpool and more like London. Create pedestrian areas with outside bars and tables with heated areas
4	Shops opening later, films starting earlier
5	More things to do: museums, galleries, shopping, etc.
6	Shops open later
7	Less drunken people
8	Stop cars travelling in at night
9	If the park and ride buses ran later into the evening.
10	Street vendors/singers/events.
11	More open shops
12	As previously stated at the beginning of this survey.
13	Less drunk people
14	A slower speed limit - 30mph outside of foot street hours is crazy.
15	More non-pub opening
16	Better public transport. Not particularly relevant given how close I currently live to the city centre, but when I lived just slightly further out the fact that buses stopped running quite early often deterred me from visiting the city centre.
17	I would love to see shops open after 5pm. I don't understand why they would not stay open later. It seems that many people would like to shop after work, but can't. There is potential business being lost.
18	Allow for other activities than just drinking alcohol.
19	An evening market!!
20	Shops open later, more options for cinema in the town centre etc

21	Extended pedestrian hours on foot streets
22	More lighting in the older part of the city
23	More buses
24	More live music venues, shops opening later would be nice.
25	More frequent buses.
26	I would love to see occasional night markets - food related especially.
27	More police presence in the centre
28	Better maps/ information
29	Better lighting in some areas
30	More (social) control and policing of alcohol abuse. I am not referring to people drinking in public, but the people wandering around drunk looking for places to drink.
31	Late night shopping, I often don't finish uni until 6 so cannot enjoy shopping in York until the weekends when it is not enjoyable because it is crowded with tourist
32	More to do other than eat and drink.
33	Longer opening hours of shops, more deals on restaurants etc
34	Cheaper drinking.
35	More bars and clubs should be opened to develop York's nightlife. There are a lot of pubs, but these don't always cater to students.
36	Night buses.
37	More bars that aren't chain bars.
38	Get attractions opening later as well
39	More evidence of purposeful evening activities, including more shops being open until 7-8 pm-ish.
40	Better shows at the theatres - not much to choose from currently. No decent dance clubs eg. jazz or salsa, unless you want to go clubbing
41	Less drunkenness.
42	More frequent and later running buses Shops open longer on a couple of days a week
43	Start by opening Lendal Bridge
44	More non alcohol based establishments opening later.
45	Cheaper bus fares
46	Find some way to stop hordes of drunk young men shouting abuse, and inebriated women being sick on the street

47	I would prefer it if there were less bars and fewer drunk people.
48	Better parking
49	Bring back The Arts Centre (formerly at the bottom of Micklegate) or establish an equivalent space that supports serious clubbing culture (as opposed [offensive] culture of York on a Friday/Saturday night).
50	See earlier answer.
51	More live "street" entertainment. Maybe a monthly or bi-monthly event showcasing local musical talent. Could be with in conjunction with The Duchess, Fibbers, Basement Bar, MOR Music and other local businesses
52	Clean the streets!!!
53	More places to go where you don't have to drink alcohol - there are very few alternatives.
54	Later cafe opening times
55	Late night coffee shops. Few places to take kids for refreshment that wasn't a pub. eg. No where to go after illuminating York apart from rowdy McDonalds.
56	Clamp down on drunken people - particularly men who seem to think it is Ok to shout obscenities, urinate in public etc etc
57	Have more things open that aren't pubs (cafes, shops, library, museums, etc).
58	More shops and cafes open
59	More retail shops open later.
60	Opening supermarkets later in the night.
61	Buses to get home up until 11.30 at night both Friday and Saturday as a minimum, but preferably throughout the week.
62	Everything open later. Places to sit down and relax that aren't bars, pubs, or restaurants
63	More frequent evening bus service after 8pm serving both Railway Station and Fulford - why not keep the park and ride running every 20 mins on Friday and Saturday evenings?
64	Making the environment feel safer for women
65	Later opening hours for cafes and coffee shops - I am unlikely to be tempted into the city by later retail shopping opening hours, but options for places to meet that are not bars or restaurants would tempt me in, and bring more enjoyment.
66	Shops staying open later. Less traffic restrictions!

67	Cheaper public transport More buses after 8pm More taxis available in evening, better lit and more secure taxi ranks. Discounts for local residents Binge drinking & low-level drug taking culture tackled effectively
68	Developing Piccadilly/Parliament Street for family friendly cafe culture
69	Shops staying open later.
70	Less anti-social behaviour - shouting and screaming, [urinating] in doorways, fighting etc...
71	More late shops
72	Later shopping hours
73	More visible policing later on.
74	I would appreciate shops being open past 5pm as it would make it a lot easier for myself to do shopping after work.
75	Arthouse cinema
76	More variety of types of things to.
77	More events in the summer targeted at residents not tourists
78	Food markets summer and winter
79	It is very off putting to to go to the city centre on race days. Sometimes I do not venture into the city because of this. Too many drunk, loud, rowdy and sometimes aggressive race goers. However I'm not sure if the Council are able to make any measures to improve the situation and you hopefully know this is a common complaint of York residents. It cannot be a matter of control, as this would be exclusive, but I think a matter of behaviour of a minority of people travelling to York specifically for the race days. Although I think the policing is very good, the problem seems to either be the same or worse. Perhaps more policing is required on race day evenings? My cousin came through York by train on her way back to Newcastle. She was absolutely disgusted by the behaviour of the people on the train (they all had got on at York, from the races). Perhaps BTP should travel on these trains (like they do at football matches). To be honest I don't think York Racecourse do enough to support either the police or the City Council to help to improve the situation in the city centre or the railway station. Perhaps they should be thinking about providing their own city centre / railway station security patrols?
80	Fewer lairy people
81	Longer shopping hours,

82	Later opening for shops. No one who works full time can manage to get into the centre to shop before they close! Therefore I go out of town to Monks Cross/Clifton Moor. Would be better to keep the business in the centre surely?
83	More interesting clubs
84	Free buses to the city centre.
85	More family friendly activities
86	Abolishing cheap late night trains back to the North East. Make the last train that stops in York on a Friday and Saturday night 8pm and see an instant change for the better. It's not rocket science!
87	More cleaning & more Police, fewer drunks.
88	Later opening hours of shops would mean that I would stay in the city centre longer and more likely stay out for tea and a few drinks
89	Less hen parties!
90	The support of subculture. For a city which could be arts diverse York is very restricted by a facile choice between bars that all offer the same thing. For anybody who wants an alternative there currently isn't one.
91	The centre needs to be a safe, family friendly place that encourages good behaviour and discourages anti social behaviour
92	More cafes, low key music venues, different cultural offers
93	More for younger people to do, a place to go and meet friends that's warm and 'cool'
94	Improved safety
95	Making it illegal for students to spend 12 hours getting [drunk] every night
96	More shops being open to say 7pm
97	Live music, even if it's just coffee house sessions once a week.
98	More bars, not clubs with later licenses
99	Stop supermarkets opening in the evening selling cheap alcohol
100	Clean the streets
101	Limit alcohol sales.
102	Less drunks
103	Shops open later even one night a week
104	More regular shops open late
105	See previous answer, plus more variety of family entertainment and events.

106	Not much that a council can do about it but... more coffee shops staying open in to the evening would be great. 5pm is a misleading time, most people finish work at 6-6:30pm, so there evening is generally 7pm-10pm. Too many events etc stop at 7pm.
107	More Craft Beer Bars Less mass produced lager drinking Barns
108	Open the shops
109	A better atmosphere. It seems as though the city belongs to the drunks once the evening starts. I'd say 5 pm is not a good cut off; the drunks don't start that early, except on weekends.
110	Clean the footpaths. Don't mind the stag/hen do's per se, they're just having a good time, but the physical evidence left behind - the dirt, the vomit, the blood, the rubbish - is disgusting. Have seen no evidence of street cleaning in the 9 years I've lived here.
111	Pubs that don't play really loud music - early on, people are there to chat and socialise rather than dance so it doesn't really create a good atmosphere, it just ends up with everyone shouting to be heard. I love going out for dinner and drinks with friends but we find ourselves sticking to our local pub out of York as we can't hear each other talk.
112	More bars and restaurants and a bit of street entertainment
113	As above and also stop hen dos
114	See above about drinking control and cleanliness
115	Making the city centre more accessible with less buses would improve it dramatically.
116	If shops and cafes were open later.
117	York has a vibrant local art/music/bar/cinema culture and currently the council make it very hard for this to flourish due to lack of interest and punishing good local businesses for the faults of large chains, cheap deals in supermarkets and alcohol day-trippers.
118	More shops open! I prefer shopping in the week to on the weekend when the city is usually horrendously busy, so if even more shops opened later I would definitely visit them.
119	Opening shops longer would be the main thing. I work 9-5.30, Mon-Fri, it's impossible to buy a new shirt for work or any other non-supermarket item during the week unless I rush about at lunchtime. Even till 7pm would make a massive difference. And it's a virtuous circle, if there were more shops open, you'd have more people around the place buying stuff.

120	More police on the streets at the weekend
121	Clamp down on the rowdiness of clubs and late bars
122	More shops open later
123	Later buses so can stay out later or not have to walk home from work
124	Getting rid of stag and hen do's. Diverting race goes out of the city.
125	Cleaning up the broken glass.
126	Have stores stay open longer - especially for the holidays!
127	Better public transport, travel to work by Park & Ride but the sites close too early to leave the car there and this means a trip home and then back in by car, very few buses in the evening.
128	Improve access for cars and increase car parking spaces whilst reducing parking charges
129	More late night shopping, more cafes and coffee shops open in the early evening. More to do
130	More cultural festivals like Illuminating York that kept families involved in the city centre longer, moving around the city and adding the cultural vibrancy and feel of the city.
131	Free car parking on streets in all streets after 6pm til midnight except where emergency vehicles would be impeded. Europe has this in similar cities. Park & Ride should operate til much later-midnight and later on Fri/sats. This would encourage broader demographic and might encourage retailers to stay open later which would make city more popular.
132	Less drunkenness please.
133	During festive periods, improved Xmas lighting and evening events. More visible presence of security eg police/community support
134	Shops open till 8pm
135	Encourage more volunteers to join the Street Angels
136	Free park and ride after 6.00pm and extend certain routes after midnight
137	Have a few more shops and cafe's open in the centre, it would make things a little more exciting after finishing work.
138	If more shops were open, as I used to live in Newcastle and there all the shops are open until at least 8pm.

139	More shops open, more activities and cultural events. Need an arts, exhibition, entertainment and cultural centre (Bonding Warehouse would be ideal venue)
140	Later opening hrs for shops /more family friendly evening markets /street performers like at Covent Garden. Zero tolerance on drinking in the street. Clean up the Micklegate run. Have Street Angels/police to prevent anti social behaviour. York illuminated is so beautiful make the most of this
141	Extending opening hours of larger shops and smaller cafes.
142	Fewer drunks!
143	More activities
144	More parking space available at free or very low cost. It would greatly improve accessibility for more frequent visits and more time spent on the available activities. It may encourage new activities to become available if people knew they could access them easily and not have late night buses to wait around for, reduce the sense of vulnerability etc.
145	Stop the drunkards!
146	More lighting
147	More city centre activities, but not related to food or markets.
148	A reduction in the number of visiting groups that get drunk in the city.
149	Make it cleaner.
150	Properly manage the licences of pubs. Stop them serving drunk people. Shops open later. Cafés open later
151	Longer shop hours and free parking or improved bus links, park and ride opening later etc.
152	Better control of the drunken hoards later at night.
153	York very much attracts people whose main aim is to get drunk. It's very much a stag-do and hen-party destination. If York was able to create a strong after-hours identity - like Manchester or Liverpool - with a vibrant community atmosphere it would be much more attractive to other revellers from outside the city. Free outdoor festivals are an excellent way to make this happen. Hull Freedom Festival is an excellent example of an event which has helped to define a city's nightlife economy.
154	It needs to be cleaner - a lot cleaner and less sick!
155	Better transport options in and out of the city after 11pm - other than taxi's or driving myself in and out of town.

156	Free parking
157	If I was able to use public transport to get in and out of the city.
158	Installation of temporary portable urinals
159	Summer - pavement cafe/restaurants/bars open for longer - street entertainment (organised not blaring out same stuff all night) more relaxed atmosphere after finished work.
160	Already given
161	As previously stated re police uniform patrols on foot in city centre.
162	Apart from the over zealous bouncers I am very happy with all aspects of York on a night
163	More buskers and later shopping
164	Cheaper parking
165	Bigger 'cafe culture'
166	GET RID OF THE DRUNKS
167	Later opening of non-alcohol venues - I include shops and cafes in that suggestion.
168	Somehow - and I appreciate this will be difficult - but persuade less "hen" and "stag" parties to visit the city.
169	More late/all night takeaways, cheaper pubs and bars
170	Greater variety of shops open late.
171	Less ASB
172	Later opening hours of shops and cafes. Why not open an hour later and shut an hour later? If you work in the centre and have to hang around for, say, an exercise class there are very few places open after 5, unless you want to go to a pub (the library being a notable and welcome exception). Illuminating York is great at getting people into the city in the evening, but each year I wonder why the shops don't stay open (how about a very early Christmas Thursday evening late night shopping?) and why the cafes aren't open and doing a roaring trade in hot drinks and mulled wine!!
173	A better cinema - City Screen is great if you like alternative films, but it doesn't show many of the main stream films my son would like to see, I have to hike up to Clifton Moor to Vue. This costs me bus fare and is time consuming. I think it could do with a leisure centre for kids with activities aimed at getting them moving about. Somewhere you could leave them for a couple of hours whilst you shopped in peace. People would be prepared to pay for that luxury. Kids hate shopping and parents hate bringing their kids shopping. No brainer!!

174	Enforcement of law that says people shouldn't be served with alcohol if they are already drunk.
175	More things for younger people and non-drinkers. Cheaper pubs.
176	Discourage stag/hen parties and other big, often drunken, groups somehow
177	If the centre of York had a more safe, and family friendly feeling on an evening that would help.
178	More protective factors, PSCOs? Lighting
179	Better public bus service from Bishopthorpe/South Bank area
180	Less threatening atmosphere from drinkers particularly
181	If locals were more open and welcoming to their students population
182	Open shops later - retail argue they are losing money to Internet shopping but a lot of people now work full time and the shops are only open when you are at work. Open late and you will encourage more people to come into town and shop and then stay to drink and eat
183	More shops open for longer.
184	Get rid of the drunks.
185	More cafes, museums being open and more focus upon family/dining than getting smashed up on Mickelgate.
186	In Newcastle, many of the city centre shops are open until 8pm on Thursdays all year round. If a similar scheme operated in York I think it would help residents and tourists alike, who often feel stranded after 5pm. At present, the main use of York city centre after 5pm is for eating and drinking. If there were, for example, non-alcoholic options available (cafes, non-alcoholic bars), there would be a more 'family-friendly' feel and hopefully less drunkenness and anti-social behaviour.
187	Remove vehicular traffic entirely from key streets so operate more like Stonegate
188	Less rowdy and drunken behaviour.
189	Things are fine as they are.
190	Night buses, cheaper means of getting home after a night out.
191	Better public transport, but also to surrounding areas
192	Less tolerance of group dos? Is this possible?
193	More family orientated area/s. Better policing, particularly in winter
194	Improve bus services, more frequent and running later.

195	That the city and people using the facilities be treated with respect. Not having rude loud-mouthed drunks parading the streets.
196	Less stag and hen parties please but that's probably just my age creeping up on me
197	Better policing of licensing laws
198	Difficult to say as it is unrealistic to have greater enforcement on large groups.
199	Ban stag and hen parties - places selling cheap alcohol
200	If more cafes would stay open later so you don't just have to go to pubs for refreshment. This might encourage more families to use the city after 5pm with a corresponding change in atmosphere.
201	Later retail offer, including the Parliament Street markets
202	Shops open later
203	If only I could feel less apprehensive
204	Keep more cafes/coffee shops open for people that don't want a full blown meal but want a coffee and a snack with work colleagues/friends/partner. Not everyone wants to go straight to the pub and get leathered. Look at what Newcastle does, Live after Five.
205	The German bar in Parliament St was very good. More of that, the food festival staying open later
206	Higher crackdown on anti-social behaviour, gangs of youths, stag and hen parties all ruining the city.
207	Pop up bars, cafes, activities - temporary but effective and adds really difference and ingenuity to York's night life that Leeds and Sheffield don't have presently. Perhaps a pop-up film club that screens films in different exciting locations across the city?
208	Extended shopping hours and more pavement cafes
209	Removal of car parking charges at 5pm
210	More events like open air theatre performances and "moving theatre" like Blood & Chocolate would be more than welcomed.
211	Allow shops to stay open till 7pm year round not just during late night shopping up to Christmas.
212	Shops open later.
213	Make it look better because of high rents and business rates tenants cannot afford to look after their premises

214	If some of the shops stayed open longer - even on specific nights of the week if all the time wasn't feasible - it would mean that a lot of people who work in the city (for Aviva, the council, as well as lots of the shops and restaurants) would be able to make best use of the time. I work in the city centre but often end up going to Monks Cross to do my shopping after work because I finish at 5 and there just isn't enough time left in town. Also, this might cut down problems at the weekend a little bit, because people like me wouldn't try to come in on busier days if we could just as easily come in on a weeknight.
215	Later opening hours of shops. More residential areas within the centre
216	Guests visiting the city have to return to their cars at the park and ride by 8pm in summer and are reluctant to return to eat out of the city. If the buses ran later they would remain in town to eat. This is the comments I have received from guests and friends
217	More child friendly environments...some places don't welcome children after 6pm or 8pm...very different to Europe where families are made to feel welcome
218	Better offerings at the theatres, perhaps street entertainers - fire jugglers, singers. Late night shopping.
219	Just more open. Especially restaurants
220	Ban Hen/Stag parties.
221	Cafes staying open later, family events away from pubs and cheaper deals when eating.
222	Outside areas to sit to read, have a drink(coffee/or alcohol)
223	Free parking.
224	Being able to come to work on the park and ride and then go for a spontaneous drink after work without worrying about catching the 8 o clock last bus or being locked in the P & R. 8 o clock is far too early.
225	Not sure as more activities may not necessarily draw more people in, especially in the dark winter months when many just want to go home after work. There is already an excellent selection of pubs and restaurants in the city. Less anti social behaviour would certainly encourage more people to stay but a difficult one to address.

226	Shops, markets street art, buskers, street performance, music, film, non alcoholic communal drinking areas, dance halls, parks, river cruises, cafe culture, zero tolerance anti social behaviour fines, fairgrounds, free parking
227	I think it's a fine line between attracting the business of hen/stag parties and race-goers whilst maintaining civility and safety in the town centre after dark. Our City is a small place and with the best will we can't expand the pub scene to the four corners of it. However, in an ideal world, I would like to see a reduction in fun pubs and an expansion of the Stonegate Quarter
228	Lighting, like I have said before about Parliament Street area, make it into a spectacle and somewhere to visit. Improve lighting across the city centre and improve bus services. Improve train times too and from Harrogate. Improve bus services to and from outlying villages. The food festival was fab, champagne tent and real ales in Parliament Street was brilliant. Do something like this more often with additional activities encouraging people to visit. In summer that space could be used so much better.
229	Residents only evening offers
230	Later buses.
231	More pubs with entertainment for older people
232	Employ someone to organise "events/activities" in the city centre
233	Fewer drunks
234	I think that stricter policies on not serving customers who are already drunk would be good. It is not about how long people stay out for, it's what they do in that time. I don't think that places need to shut earlier or that there needs to be less pubs/clubs just tighter control on drinking.
235	As I work until 5 it would be good if coffee shops and shops staying open later.
236	Less excessive drinking, cleaner environment.
237	Greater police presence to deal with jobs
238	Good bookshop cafe to go and browse in and more shops open. Reduction in hen and stag dos and reduction in loud abusive drunks
239	Fewer Stag and Hen parties - they are giving York a bad reputation on Saturday nights. If I had a young family I would not take them near York city centre on a Saturday night for this reason.

240	On-street parking
241	Change the hours the shops are allowed to take deliveries
242	Friendly family to go areas, where drinkers aren't welcome
243	More businesses open after 5.30pm, especially coffee shops. Less rubbish in the street.
244	More events like the food festival in Parliament Street
245	In summer, York is still very much busy at 17:00 when a lot of shops are closing. A large campaign to extend opening hours to 18:00 could prove to be very beneficial to both customer and shopkeeper.
246	Less hen dos
247	Later Market, Open Shops, More activities other than drinking.....
248	A place like City Screen that is warm to sit in between October and April!
249	More events for locals
250	Later opening shops and cafés
251	Less beggars.
252	Later opening for shops; ban hen and stag parties, on-the-spot fines for drunkenness and lewd behaviour,
253	A decent cinema chain. Better parking on the north/west side. More active policing outside McDonald's. More outdoor entertainment.
254	Street food stalls.
255	Making the city feel safer and more pleasant to walk around at night
256	Visibility of security in terms of actual people be they police or others on foot
257	More events or things to do
258	Shops opening later as in bigger cities would encourage more shoppers and make it less drinking focused.
259	More coffee shops open
260	I can't
261	Public transport after 8pm in the Rawcliffe area
262	Better late night buses
263	A safer, more family friendly atmosphere with less antisocial and drunken behaviour.
264	Keep shops open
265	Being allowed to park right in the city centre after 6pm

266	No tramps in doorways. Sign posts with times of music/events/busking in the city that day and the next, at the entrance of the bar walls. The buskers would earn more as some are only on for less than an hour.
267	Shops and museums open later: until 8-8.30 at least. Something to keep Parliament Street alive; at least a cafe with tables where families could sit. Tourist information open later.
268	More street drinking like in London and Europe
269	Discourage stag and hen nights
270	Just keep it clean and tidy and light the place nicely, check out some European towns (Bruges, older areas of Paris) they light the places creatively and it can be very attractive, it brings the best out of the unusual or older architecture, it wouldn't necessarily cost much more. Maybe keep some of the coffee shops open a bit later? There's not really anywhere in the centre where you can sit outside and have a coffee after 5.30 they all seem to shut, its fine by the river but it would be nice to have that outside cafe culture that the Europeans have all day. York seems to have a bit of it but then it disappears about 5pm and turns into an English pub town.
271	LGBT Venue
272	Less street cafes during the day. York gets that full you can't get free seating all taken up by others but plenty of seats in street cafes but if you want to sit there you have to buy something. This affects the wife more, she is disabled. My carer and pushes me in the wheelchair. I have difficulty accessing most shops not having a standard wheelchair. There must be more like me.
273	Less [idiots]
274	The Swinegate area has nice feel to it, similar to that of Jesmond in Newcastle with the fairy lights / street lights all year round. It would be nice to see this sort of feel in the corner of pitcher piano/ revs city screen. Perhaps something in the dead space of that central area?
275	Less drunks and antisocial behaviour.
276	Better parking for residents - we do not use as much as we could due to there being extremely limited parking and not everyone rides cycles or uses dirty unreliable buses.
277	Feeling safer. Cleaner!!
278	Abandoning all the anti-car measures put in place over the last few years

279	Clean the rubbish off the streets
280	Better, more decorative lighting to lighten the streets (even main areas are quite dark sometimes).
281	Large bookshop (but Borders has gone)
282	It would be lovely to be able to have a coffee past 6pm in the city. Events like Blood and Chocolate are great for bringing people to the city in the evenings.
283	In the week York is fine and is a great place to be. The weekends are a different story due to huge rowdy same sex groups. Might I add the groups are not students - they are much older.
284	More things happening between 5 -8
285	Closure of Salvation! That plus the opposite takeaway = disturbances waiting to happen.
286	Would welcome more varied activities in the city centre. Shops to stay open later

Annex E

What factors influence your choice of transport into and out of the city centre after 5pm

		Ward
1	Traffic queues, which are much worse at the moment with the restrictions on the bridge.	Other York
2	Since YCC have made me as a driver an outcast I no longer use the city centre I use Clifton Moor/Monks Cross	Huntington & New Earswick
3	Distance to travel	Holgate
4	Availability of buses. Whether I am having a drink	Huntington & New Earswick
5	The terrible traffic caused by bad decisions that mean that trying to drive and park a car in York is virtually impossible	Dringhouses & Woodthorpe
6	Car parking, weather	Other York
7	Can't rely on buses home in the evening so often have to use the car	Dringhouses & Woodthorpe
8	Location	Guildhall
9	Safety and how much energy I have after a night out! I take more taxis in the winter months. If I'm with friends, I'm likely to walk home.	Micklegate
10	Live close	Hull Road
11	Early evening I will walk or get the bus if possible. After 8pm when the park and ride finishes I will usually get a taxi.	Skelton, Rawcliffe & Clifton Without
12	If there is a bus	Hull Road
13	The Weather!	Clifton
14	Availability, price	Hull Road
15	Where I live.	N/A
16	Weather, location of social, whether I am alone or with friends	Heslington
17	Good bus service	Strensall
18	Convenience, speed, cost.	Fishergate

19	Preferences of others Time of travel Number of people travelling with me	Other York
20	Weather	Micklegate
21	Weather. How much of a rush I'm in. Cost.	Fishergate
22	Traffic, cost of parking, ease of parking	Fishergate
23	What time I will leave the centre	Clifton
24	Depends how late it is and whether buses are running	Holgate
25	There are no late buses where I live (Sutton on the Forest) and the taxi is a bomb.	N/A
26	Time of day - would much rather use a bus than a taxi but buses don't run late.	Hull Road
27	Personal safety late at night will encourage me to get a taxi	Clifton
28	Where we are, how frequent the buses are running, time	Heslington
29	Whether I'm drinking, the weather, the time, how much I have to carry.	Fishergate
30	Safety, I would not feel safe walking after dark	Fishergate
31	Buses stop around midnight	Hull Road
32	Weather, time, money	Hull Road
33	How far I live from the centre.	Heworth
34	Cycle if I'm not going to be drinking much, bus if the clubber's bus is running. Otherwise, taxi.	Heslington
35	Time, money	Haxby & Wigginton
36	Time and cost	Other York
37	Cost, how many are going, where we are going, and frequency of buses.	Heslington
38	Whatever is available, which does not make me colder and more tired than I already am.	Heworth
39	If I have my 12 year old with me, the weather and time of year. When dark prefer to be on bike than walk. Parking is often a problem....cost distance to location etc. Don't walk to bus stops at Rougher St or station.	Fishergate
40	Walking distance from centre - would take longer to walk to a bus stop and wait there.	Clifton
41	Bus frequencies	Heworth

42	Cost	Fishergate
43	If buses are still running, if I'll be drinking.	Heslington
44	Times of buses or the waiting time for taxi.	Other York
45	Accessibility	Fishergate
46	The time of night, and if I'm alone safety	Westfield
47	The temperature	Hull Road
48	What I'm planning on doing. The weather.	Clifton
49	Weather, amount of alcohol consumed/to be consumed.	Fishergate
50	Outwards: only one bus running east towards Tang Hall/Osbaldwick area, runs infrequently and stops running earlier than most nights out end, leaving only expensive taxi service as an option when walking at night feels unsafe	Hull Road
51	After midnight there aren't any buses to the University other than Clubbers on some nights. I'm forced to walk alone over three miles or take a taxi.	Other York
52	Cost , what friends are doing, time of day, weather	Heslington
53	Price, time, distance	Fishergate
54	How cold it is.	Fishergate
55	Time, weather	Other York
56	Bus times.	Heslington
57	Cost, ease	Hull Road
58	Availability of buses.	Heworth
59	Temperature.	Fishergate
60	The weather, distance	Fishergate
61	Distance. Who I'm with. Generally walk, always if starting from home.	Fishergate
62	Safety	Clifton
63	Traffic. I can get in faster on my bike than in a car. Though residents free parking after 6 is brilliant.	Heworth
64	The weather How far across town we're going How drunk we might get	Clifton
65	Availability of bus services	Acomb
66	Accessibility to bus routes continuing to at least 8 pm.	Clifton
67	Only cycle in the summer. Taxi if drinking.	Skelton, Rawcliffe & Clifton Without

68	Parking availability and charges Weather Personal safety	N/A
69	Ease of access, lack of parking, proximity to where we live. Ability to ride a bike after a few drinks!	Fishergate
70	After 5pm, I would only walk in summer months when it is light. Do not feel safe walking into town in my own the dark. I would like to get a bus but they don't travel frequently enough or late enough.	Clifton
71	Park and Ride shuts at 8 pm	Skelton, Rawcliffe & Clifton Without
72	Cost Reliability	Derwent
73	Convenience	Other York
74	Not applicable	Guildhall
75	I live 10 minutes away.	Micklegate
76	Weather. Choice if activity	Strensall
77	Coming from work	N/A
78	What time I shall be leaving town	Rural West
79	I live on the edge of the city centre.	Micklegate
80	My proximity to the city centre, lateness for coming home, darkness and level of inebriation.	Other York
81	Alcohol, traffic and timescale	Clifton
82	I live within walking distance	Other York
83	Park and ride timeliness, taxi availability	Dringhouses & Woodthorpe
84	I live within walking distance of town.	Clifton
85	Availability of buses. I can use park and ride during the day. No service to my village after this time.	Other York
86	How sleepy or drunk I am.	Holgate
87	Weather	Huntington & New Earswick
88	Not a bus service	Holgate
89	Bus regularity which is not so great later at night. Often choose taxi to get out of town asap (e.g. after the cinema or theatre) when it's full of drunks!	Holgate
90	Few buses after 8pm	N/A
91	How late it is. Whether I'm drinking.	Heworth

92	The bus timetable is a big deciding factor. I much prefer to travel in to the city by bus, but the lack of availability for a late night bus for the return journey makes this impossible, so I either choose to drive or to go somewhere more local. I live near Selby and my last bus is 6.30pm during the week, with only 1 late bus on a Saturday (11.00pm) with more cuts in the future this will make it even less likely that I will choose to travel to York in the evening. The trains suffer for the same time tabling issues.	N/A
93	Weather, where I'm coming from	Fishergate
94	Weather, availability of bus service	Fishergate
95	Journey type	Clifton
96	I live 10 minutes walk away	Heworth
97	Cost.	Heslington
98	Weather	Clifton
99	Usually I am returning from work in Leeds, and use the time after my commute to see friends, or I am coming in from home to go to the theatre, cinema or pub. I am also a non-driver.	Haxby & Wigginton
100	Safety, convenience	Westfield
101	Convenience Cost Time	Hull Road
102	I am disabled and cannot walk far so public transport is a problem for me	Acomb
103	Weather, friends	Fishergate
104	Convenience and availability	N/A
105	Distance.	Guildhall
106	Cost, exercise, convenience	Holgate
107	Weather.	Other York
108	Weather, what time I'm going home.	Haxby & Wigginton
109	We live within city walls	Guildhall
110	Cost	Other York
111	Availability of public transport	Fulford
112	Where I have to get to, going home is fine on foot - safety a consideration later on to other destinations, but distance main priority. Taxis often the only option.	Clifton
113	I live a 10min walk from the centre	Clifton

114	Past 8pm a lot of buses stop running. In other cities they have buses that run through out the night and were a useful and cheap way to get home at the end of the night.	Skelton, Rawcliffe & Clifton Without
115	The weather.	Clifton
116	I live close enough to walk.	Clifton
117	If I will be having a drink or not - if I am having a drink I will use a taxi. I live in Wigginton and the bus route is so long it can take nearly an hour to get there. taxi is quicker	Haxby & Wigginton
118	If I will be drinking alcohol. Time I am staying out until The weather	Clifton
119	Easy access.	Other York
120	Weather, tiredness, or if have elderly parents with us. If I'm late!	Clifton
121	I will take the bus if there is still one on schedule. Otherwise: taxi.	Heslington
122	I don't get the bus anymore because £2.20 for a single (for a 2 mile trip) is ridiculous. So I cycle or walk either way	Other York
123	Proximity of home Whether I intend to drink or not	Guildhall
124	Time Whether I'm drinking or not Money	Dringhouses & Woodthorpe
125	Cost/Health	Skelton, Rawcliffe & Clifton Without
126	Distance	Guildhall
127	Price and environment. We would bike but I don't think the cycle paths from Holgate are safe for children	Holgate
128	Ease of journey and safety	N/A
129	Weather, no. of stops / venues, anticipated / actual alcohol consumption.	Micklegate
130	The time of night and also the day	Hull Road
131	I live close to city centre so walk	Micklegate
132	Live within walking distance but don't always feel safe to walk home	Other York
133	Bus services tend to only run until about 8pm on the major routes	Other York

134	Buses finishing relatively early on weekends mean people have to use expensive taxi services or risk cycling home if they don't have the money.	Strensall
135	Cost and availability	Holgate
136	Weather	Skelton, Rawcliffe & Clifton Without
137	How frequent it is, cost and how quick it will be.	Heworth
138	Lack of public transport after 7.30	Skelton, Rawcliffe & Clifton Without
139	I don't have a car and the buses are incredibly unreliable. Therefore I walk.	Other York
140	If we're drinking we need to be on foot and if it's raining we get a taxi home! We use bikes most of the time as they're easier to park!	Heworth
141	Parking and bus times.	Derwent
142	Speed – girlfriend's high heels!! Weather	Micklegate
143	Ease and frequency - York is a night a nightmare to park in and also one of the most expensive I have been to.	N?A
144	Depends on type of social occasions	Dringhouses & Woodthorpe
145	Cost	Acomb
146	If I am to drink I would use a taxi, otherwise I would always use my car.	Huntington & New Earswick
147	I live close to the city so foot or taxi is best	Clifton
148	Distance from home vs energy level	Guildhall
149	Time of travel i.e whether buses are running. Parking options	Rural West
150	Weather, if children with us, general atmosphere, how light it is. Main preference is for walking. Above options, three only? I cycle daily, use bus a couple of times a month, drive weekly, walk weekly (wife daily) and get a taxi a few times a month.	Osbalwick
151	No buses after 11:30pm so forced to take expensive taxi.	Westfield
152	I live close enough to walk to the centre.	Other York
153	Weather, how late it is, what I'm wearing (i.e. impractical footwear for walking)	Micklegate

154	The convenience of bus services and the cost of parking.	Huntington & New Earswick
155	If has the possibility of turning up. Buses in York after 6pm are awful - most are late, a fair amount just don't turn up. You are going to struggle to get people into York when they can't park up or get the bus.	Skelton, Rawcliffe & Clifton Without
156	I live close	Fishergate
157	Weather and clothing for whatever I am going to	Micklegate
158	The ridiculous parking charges and buses that get in the way.	Acomb
159	Weather, time	Fishergate
160	Traffic & whether we are choosing to have a drink or not. Money - we walk to save money on buses/taxis	Fishergate
161	Has to be car as public transport not an option to get back home after theatre	N/A
162	I don't trust the reliance/safely of buses at night and taxis cost a fortune.	N/A
163	Weather - if it's colder/raining then I will get the bus, otherwise I am within walking distance.	Fishergate
164	Weather, tiredness, very rarely traffic	Micklegate
165	If there is someone to walk home with me (and it's not the middle of winter!) I prefer to walk home, if I'm on my own however I would get a taxi	Hull Road
166	Convenient, especially if eating in one part of York and then going to the theatre or a concert	N/A
167	Walking is very easy for me as I live about 10 to 15 mins walk from the centre. I might bus if weather bad and a bus comes along	Fishergate
168	Distance, sunset time	Micklegate
169	I finish work after the last bus twice a week so have to walk or get a lift Use bus in order to have a drink	Westfield
170	Safety	Osbaldwick
171	If I plan to drink alcohol I don't cycle.	Micklegate
172	What is most affordable and widely available.	Fishergate
173	Buses too infrequent in the evening	Rural West
174	Temperature, time of day, activity	Fishergate
175	Time, availability of bus vs Taxi, available money for taxi fare	Other York

176	Work or pleasure	Heworth Without
177	I live in the city walls so walk	Guildhall
178	Live close so walk	Guildhall
179	Speed, convenience, cost - and weather conditions	Hull Road
180	Public transport finishes too early in my village to use Car is easier and safer when I'm on my own	N/A
181	Buses home stop at 6pm	Rural West
182	Cost	Other York
183	Where I'm based when I'm not staying with friends (My family home) so I can only use the bus to get close. When I'm staying in York it's convenient when socialising to get taxis there and back with everyone and to walk in when you're on your own.	N/A
184	Cost and reliability	Holgate
185	The price and availability.	Heslington
186	Unreliability and cost of buses and not safe	Dringhouses & Woodthorpe
187	Cheapness and directness	Heworth
188	Lack of buses in the early hours of the morning	Heslington
189	Whether buses are running at the time I leave, how frequent they are, how much a taxi will cost.	Hull Road
190	Light and weather	Other York
191	I have a disability and I can get closer to where I want to go if I travel via taxi or car. I do sometimes travel by bus but I don't like walking around the city at night to get to a bus stop - or the taxi rank either for that matter.	Bishophorpe
192	Accessibility of venue, cost, comfort	Other York
193	Live close by. Price of taxis.	Guildhall
194	The weather	Other York
195	Live within walking distance of the centre	Micklegate
196	Later buses always helps, put more on after midnight	Dringhouses & Woodthorpe
197	Whether I intend to drink alcoholic drinks or not.	Dringhouses & Woodthorpe
198	Cost and flexibility	Dringhouses & Woodthorpe
199	Prefer to use bus but often not convenient. Service ends too early	Dringhouses & Woodthorpe

200	Car most reliable. Infrequent buses that don't run late	Strensall
201	Car parking availability, bus convenience and cost and whether drinking or not.	Fulford
202	Ease	N/A
203	No buses to our village after 6.00pm	Rural West
204	The weather, parking, and the cost of busses.	Huntington & New Earswick
205	I live very centrally, so walking into the city is a no brainer. If I'm leaving the city I'm likely to be going to another nearby town, so it's usually by train as this is the quickest and most convenient.	Micklegate
206	No buses out of York to where I live late at night - too far to walk, only walk into the city centre from work location	Other York
207	Weather. Time that I will be coming out of town.	Huntington & New Earswick
208	I live in a rural village is no public transport after 18:00 hrs and no public transport back from they city.	Bishopthorpe
209	Whether alcohol has been consumed	Bishopthorpe
210	Buses to North of the A19 do not run after 8pm and having to get taxi nearly doubles the cost of the evening, or one of us drives and goes home early	N/A
211	None, I'm happy to walk home late	Holgate
212	If I am drinking alcohol or not. What event I am attending and if easy free parking is available in the area I am attending.	Haxby & Wiggington
213	It depends if I am going in alone or with friends, and what I am going to do. I live close to the centre, so often walk in and get a taxi back later.	Holgate
214	The weather and availability of taxis	N/A
215	Resident parking access and how close i can get to the centre in my bike	Huntington & New Earswick
216	I live in a suburb of Leeds so the car is most convenient for me.	N/A
217	Blood alcohol ratio	Heworth
218	Availability and cost	Westfield
219	No decent bus service number 11	Heworth
220	SAFETY	Other York

221	I use my car when I do not intend to drink, and I am transporting children or other for whom walking etc. is difficult. If I can't park for free at night, I won't use it.	Fishergate
222	Whether we will be drinking and also return bus times	Bishopthorpe
223	Locality to my house	Micklegate
224	Convenience	Rural West
225	Time of day, weather, number of people in the group	Guildhall
226	Cleanliness of the transport and standard of travel in terms of comfort etc. The amount of friends I am socialising with. The times I am travelling. My plans on drinking or not	Strensall
227	Convenience, free parking for York residents	Clifton
228	Plans for evening - drinking etc	Clifton
229	I live close to the city centre so always cycle or walk. However, why does the Park & Ride shut so early?? If you want to go to the theatre, see a film or have a meal later than 7pm, and use the Park & Ride you can't. Many friends who work in the city centre and use the Park & Ride are frustrated by this. Surely the car parks (and the bus services) should operate until at least 11pm! Otherwise, people are deterred from the city centre in the evening, or park in the city centre, adding to congestion.	Micklegate
230	Poor bus facilities and over priced taxis.	Clifton
231	I live close to York	Holgate
232	Weather. Bus frequency and reliability	Huntington & New Earswick
233	Car parking is awful expensive. Roads are poorly designed, as are ideas such as the Lendal Bridge closure. Very anti-cars. Buses and trains very overpriced.	Clifton
234	I have no bus service and live too far out to travel otherwise!	Wheldrake
235	Bus timetables, personal safety	Heworth Without
236	My reason for travelling	Bishopthorpe
237	Weather Time	Heslington
238	Convenience	Other York
239	The amount of people I am with	Heslington

240	Parking charges are too high	Skelton, Rawcliffe & Clifton Without
241	Frequency... Need more buses to and from the University at later hours. Even if it is at least on a seasonal basis. Winter is grim when you're waiting!	Hull Road
242	Prefer to travel by bus because have an annual season ticket for commuting so effectively free, but occasionally use car where more convenient (eg combining with other journey). Driving costs and parking charges discourage me from using the car without good reason.	N/A
243	None, I live close by so walk/cycle	Micklegate
244	I live 30 minutes walk from town so I usually walk or cycle, although if I am travelling in the dark I will often drive to avoid having to walk in poorly lit areas	Holgate
245	Who is going with me - bus fares expensive for a family compared to the cost of parking. Purpose of visit and likely time will be returning. Buses infrequent after 8pm and none to and from the station.	Fishergate
246	Ease of access to and from.	Other York
247	I don't drive. It's close. Greener to walk or cycle. Cheaper, quicker to cycle	Fishergate
248	Availability, no night buses.	Haxby and Wigginton
249	Alcohol, weather, what I am doing in Town	Osbaldwick
250	Lack of busses late in evening. Walk when taxi queues are too long (most of the time)	Clifton
251	Safety	Haxby & Wigginton
252	I live in city centre	Guildhall
253	BUS SERVICE IS AWFUL	Acomb
254	Weather conditions. Days of the week. Reason for visiting the city, ie cinema or formal function.	Strensall
255	Cost	Holgate
256	Where I live	Other York
257	Availability and cost	Micklegate
258	Lack of buses after 8pm forces me to use other transport.	Clifton

259	Weather!	Heworth
260	Don't like walking after dark. Would use bus more to travel in and out if more frequent service (only every half hour then hourly).	Holgate
261	The weather - I will walk in unless it's pouring with rain! I would prefer to catch a bus home but the buses to my area don't run very late. I don't like to walk home later on at night so will get a taxi.	Heworth
262	Time (not all buses run late, or if they do they run infrequently) Depends on the activity I have been doing.	Dringhouses & Woodthorpe
263	Availability - usually no buses!	Rural West
264	In: Whether I'm already in town (e.g. after work), frequency/timing of buses (e.g. matching against meeting/cinema times). Out: frequency/timing of buses (e.g. last bus home is 11.30 therefore must leave before then to catch it). If there was a later bus(es) I would stay later.	Haxby & Wigginton
265	Health, and frequency of bus service, weather (snow, ice, etc)	Guildhall
266	There are no buses later than 7 and I couldn't drink if I drove	N/A
267	None, I live in South bank so I would always walk.	Micklegate
268	Alcohol, buses do not run often enough after a certain time which leaves a taxis only or walking 3 miles	Huntington & New Earswick
269	Convenience/Safety	N/A
270	My (unfortunate) residence in Selby, the cost of trains and the fairer price of buses	N/A
271	Availability of public transport	N/A
272	Weather and what I am there to do. If shopping, I take the car.	Rural West
273	Too expensive to park	Clifton
274	Usually I would go on my bike but if it is raining, we get a lift	Clifton
275	Weather. Starting point. Purpose of trip.	Other York
276	Time taken to get to YCC ie bus very slow from Wigginton. Parking availability and charges.	Haxby & Wigginton

277	I don't walk on my own in the dark as I have been followed on a number of occasions, so if buses are running I use them but if not I have to get a taxi.	Heworth
278	Unfortunately the bus lines to Fulford do not run late. This makes it hard to get out of the City Centre after 7 pm. From about 5-6 pm it is impossible to get from the centre to Fulford because the roads are incredibly congested. Therefore we avoid using the car at those hours.	Fulford
279	The park and ride closes too early to spend the afternoon and evening in York without worrying about parking. It would be better if the park and ride stayed open later but with fewer buses say one every 30mins instead of every 10mins like the daytime	Derwent
280	Not a very good bus service	Huntington & New Earswick
281	If drinking will use bus / taxi...often cheaper for family to get taxi than all get bus, plus bus frequency can be hit and miss after 6pm	Westfield
282	No buses go near me and the high cost of parking means the car is only used if I have someone who cannot walk very well	Guildhall
283	Traffic and whether I have had a drink/intend to drink	Osbaldwick
284	Distance.	N/A
285	Cost due to living well outside York and no public transport.	Rural West
286	Cost	Westcliffe
287	Alcohol consumption	Skelton, Rawcliffe & Clifton Without
288	The distance travelled and weather	Other York
289	Limited train times. Can't leave car at park and ride after 8	N/A
290	If we want to drink we cannot drive but the buses stop at 8 so cost is a factor as taxis are expensive.	N/A
291	If I'm alone I get a taxi because I think it is dangerous because of drunk/abusive people	Holgate
292	Safety.	Holgate
293	Depends on activity. Generally walk in, but get taxi out if going for late dinner or drinks. Sometimes drive if going to cinema and the weather is terrible.	Holgate

294	Which is the most convenient at the time and the weather	Dringhouses & Woodthorpe
295	Price and frequency of buses are not good enough. Our bus firm changes after 7 so it is not possible to get a return ticket, therefore it makes sense for us just to get a taxi! Absolute nonsense. Bus times are not frequent enough or reliable enough to get anywhere for the times you want. Bus prices too high for the short journey we have to make.	Acomb
296	Weather - will walk if not raining	Acomb
297	Bus availability. I would stay in the city centre longer if buses ran longer timetables.	Derwent
298	Taxi fares are too expensive, buses are too infrequent, taxi drivers are rude and frightening. If its raining or I am alone I have to get a taxi but am frightened waiting in the queue and of the driver	Hull Road
299	If it is after 6 I will usually take the car (free parking). Getting home on the buss is a bit hit and miss	Dringhouses & Woodthorpe
300	The weather	Guildhall
301	N/A as I live close to the city centre.	Micklegate
302	Time, cost, weather	Other York
303	Availability of public transport very limited. Personal safety high on my agenda.	Fulford
304	Secure bike parking. Rain.	Fishergate
305	Whether the buses are still running.	Hull Road
306	Park & Ride closing at 8pm. Infrequent buses	Other York
307	Weather and how much time I have and safety for coming home, if I am going out alone	Fishergate
308	Extortionate bus/taxi prices	Clifton
309	Price and convenience	Clifton
310	Parking. Weather	Fishergate
311	How much I've had to eat	Clifton
312	Available methods of transport. E.g. no busses after 12am to get home so use taxis if I can't drive	Haxby and Wigginton
313	Cost of bus. For my family it cost £14, you can get a taxi for cheaper	Westfield
314	I live within 20 minutes walk of the city centre. Public transport towards my home (just off Burton Stone Lane) is irregular so it wouldn't occur to me to use it.	Clifton

315	I live in a village outside of York. A bus journey takes too long and is inconvenient. I prefer to bring my car so that I can get home without having to wait for a bus. Although York has many bus stops, not many are sheltered sufficiently for the weather in the winter. This makes it uncomfortable for my family and I. York would benefit from a proper transport hub - but I appreciate this is difficult to deliver in a medieval city.	N/A
316	Buses are too slow and expensive. I don't want to support First by giving them any of my money, since they do not have good customer service.	Guildhall
317	Would not travel in or out on foot in the dark. Bus service is hit and miss. Much easier by Car	Hull Road
318	Weather Time Type of event	Guildhall
319	Needs more reliable bus travel - one bus every 1/2 hour is not good	Skelton, Rawcliffe & Clifton Without
320	The weather, bus timetables and my wife	Huntington & New Earswick
321	Buses stop after 11pm, so must take a taxi home. If the weather is OK, I will cycle, if not I will take a bus. Evenings in the city usually involve a bit of a drink, so I don't go by car, unless I'm not drinking.	Acomb
322	Cost, weather, available time, time of night.	Hull Road
323	The ability to park somewhere that doesn't charge me a fortune.	Westfield
324	How drunk I intend to get How cold it is	Micklegate
325	Prefer to walk.	Holgate
326	Whether I can get a lift with someone	Fulford
327	Free parking for York residents, times of buses, if alcohol is part of evening out, weather, proximity to venue, type of evening out planned	Other York
328	Distance from the station.	N/A
329	Weather, light, type of shoes, distance to venue	Heworth
330	Weather, type of event attending.	Holgate
331	Weather and bus times	Clifton
332	Weather	Holgate

333	Price and frequency (of buses - have found ourselves waiting for buses that never turn up in centre of York and have to resort to a taxi)	Osbaldwick
334	There is no bus service in Rawcliffe Lane. If I walk to where the bus goes and catch it the journey does so many detours it's quicker to walk. Park and Ride is useful but last bus from town is 8.10 pm so is quite restrictive no other option but to walk after 8pm	Skelton, Rawcliffe & Clifton Without
335	Lack of buses home	Micklegate
336	Availability of affordable public transport and/or cheaper parking places	Strensall
337	Filthy bus, wet nights waiting for a bus, the park and ride closes too early it should close at eleven pm	N/A
338	Timing, evening activity	Holgate
339	If I have to transport a load and how big it is.	Clifton
340	Weather; time; rowdiness.	Holgate
341	I live close to town, its easiest to walk or take the bike if I'm in a rush	Guildhall
342	Weather, parking near destination, purpose of visit into the City Centre.	Fishergate
343	Disabled	Huntington & New Earswick
344	Weather and how late it is.	Fishergate
345	The buses take 40 minutes to get from my home in Wigginton into town, combine the waiting time and it's just not an attractive option. Car or taxi takes 20 minutes	Haxby and Wigginton
346	Use bus if available. Drive if taking the children. Expensive taxis are a last resort.	Dringhouses & Woodthorpe
347	My choice	Other York
348	I live in the city centre so no transport required.	Micklegate
349	Cost, weather, convenience	Rural West
350	Cost and time	Dringhouses & Woodthorpe
351	Cost and availability.	Rural West
352	Weather	Micklegate
353	The weather	Heworth Without
354	Frequency of late trains to Harrogate	N/A

355	Parking, alcohol, weather	Heworth
356	Weather and traffic such as race days congestion	Dringhouses & Woodthorpe
357	We only live 20 mins walk from city centre so would almost never get transport. Sometimes we get a taxi if it is raining. There are not that many buses that go up Bishopthorpe road so we don't tend to use the bus	Micklegate
358	Times of buses	Heworth
359	Lack of enough buses at night to home location	Rural West
360	Cost, time of travel home	Dringhouses & Woodthorpe
361	Convenience	Other York
362	The weather and/or the time	Guildhall

Annex F

Key abbreviations used in this report and its annexes

ATCM – Association of Town Centre Managers

ASB – Anti-Social Behaviour

BTP – British Transport Police

CSMC – Corporate & Scrutiny Management Committee

CYC – City of York Council

ECDOSC – Economic & City Development Overview & Scrutiny Committee

LGBT - Lesbian, Gay, Bisexual, and Transgender

Met Museum - Metropolitan Museum

MOR music – Middle of the Road music

NTE – Night-Time Economy

P&R – Park and Ride

PSCO - Police Community Support Officers

Uni – University

V&A - Victoria and Albert

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Economic & City Development Overview & Scrutiny Committee

28 January 2014

Report of the Assistant Director Governance & ICT

Construction Skills Scrutiny Review - Interim Report**Summary**

1. This report presents the Economic & City Development Overview & Scrutiny Committee with an update on the work of the Construction Skills Scrutiny Review Task Group to date.

Background to the review

2. At a meeting of the Economic and City Development Overview and Scrutiny Committee in July 2013 the Committee considered a briefing paper on a proposed scrutiny review of constructions skills in York
3. The briefing paper provided information on the Construction Industry Training Board's (CITB) latest labour market forecast which predicted that the industry will show some signs of recovery from 2015/16 with increased demand for roles in wood trades, bricklaying, flooring and tiling, and plant operatives.
4. However, it confirmed that York and North Yorkshire has a large amount of SMEs (small and medium enterprises employing fewer than 250 workers), which obviously preclude mass recruitment drives. In York there are 611 construction related companies, 99.7% are SMEs, with 85% of these (521) employing under 10 people. In addition, the recruitment and selection of staff in the sector has to be flexible, able to expand and contract according to demand. Many companies took on external contractors - small businesses and self employed trades people to fulfil their requirements.
5. The Committee also received information on the significant number of York residents that would need pre-employment / pre-apprenticeship training in employability and functional skills linked to the construction

sector, before they would be able to benefit from more substantial training and work based learning opportunities.

6. Having recognised the national and, particularly, northern England shortage of skilled builders the Committee agreed that any review should focus on what the Council and its partners could do to address that skills gap and prepare for future growth.
7. The Chair suggested that the review should look at how City of York Council and its partners could work together to ensure that local York people were able to support the city's ambition for housing and construction growth that is predicted to require over 4,000 building jobs within the next two years.
8. The Committee decided to proceed with the review and appointed a Task Group comprising Cllrs Watts, D'Agorne and McIlveen to carry out the work on their behalf.
9. The Task Group held an initial meeting in August 2013 to discuss their ideas on what the review should cover, and in September 2013 they met again to consider:
 - A draft remit and timetable for their review - see Annex A.
 - Details on the existing training provision and funding landscape based on information from the Skills Funding Agency (SFA) – see Annex B.
10. As a result the Task Group agreed the following review aims and objectives:

Aim

To investigate ways of increasing the supply of local people with building and construction skills.

Objectives

- i. Identify what skills gaps and shortages there are in York and will be in the future, against planned development in the city over the next 5 years and beyond

- ii. Examine the opportunities for local people, including NEETs, 16-24 year olds and those looking to retrain, to enter the construction industry to enable the industry to take advantage of new and emerging projects
- iii. Identify what strategy and funding is in place by building companies and training organisations to develop a suitably qualified workforce to meet projected demands including retention and recruitment strategies, and identify best practice.

Information Gathered

13. Regional Initiatives

At a Skills Officer Meeting in November 2012 officers discussed the complexity of Section 106 agreements (made under Section 106 of the Town and Country Planning Act 1990 to enable development proposals to meet the needs of the community by securing contributions towards community infrastructure) and how the focus of a 106 agreement leans towards what employers can receive.

- 14. At the meeting Local Authority representatives agreed that Section 106 agreements were not the main avenue for promoting locally targeted Employment & Skills issues and that voluntary agreements achieved more. All provided information on the alternative methods they were putting in place to achieve this:

- 15. Wakefield: The LA felt the Section 106 process did not maximise opportunities and as a result a new strategy was put in place to encourage employment and skills linkages with all new actions taken through a procurement skills strategy. This new framework ensured everything procured by the LA was passed on via the planning team etc. A Job Centre Plus (JCP) secondee was working with Wakefield LA concentrating on working with planners, regeneration, other departments and the private city centre development team looking to join up economic development within LA departments.

- 16. Bradford: The authority was working closely with JCP to capture community benefits. Officers in planning and procurement were working to develop a framework (similar asks to 106) and were looking to develop a 'Bradford Offer' - a single gateway for developers and businesses via the Employment and Skills Partnership.

17. Barnsley: In regard to new developments, those bidding for building contracts have to include opportunities for local jobs and skills. Cabinet and colleges agreed to fund a Business Development Manager to work within the supply chain. In addition they look to increase competitive levels for supply chains by working with contractors to increase skills and staff training levels, including up to date certificates. They also provided information on how to apply for funding etc.
18. Kirklees: The LA was seeking to create a joined up offer for inward investment. All service delivery teams have to articulate how they will build employment and skills into their plan. They were also starting to look to voluntary agreements to simplify the offer to employers by bringing all different teams together. A property pilot (renovating empty properties) was also being developed.
19. Calderdale: All 106 funding goes into the regeneration budget and the Employment and Skills team look at how to use this, e.g. work experience grants, apprenticeship grants. A youth employment worker was being recruited to work with JCP to develop youth employment opportunities. Resources were in place to look to developing apprenticeship planning. Due to the internal restructuring all teams must now be focused and interconnected.
20. Selby: Funding via North Yorkshire. An amount of Homes and Communities Agency funding looked to develop an empty homes scheme. They were also developing working relationships with partners to smooth the way for large investments.
21. In York, protocols are in place via the YorCity Construction Skills Model between CYC – Skills and Planning Departments, Higher York¹, North Yorkshire Business and Education Partnership and JCP to secure locally targeted recruitment and training opportunities through developers and sub-contractors supporting major capital development sites across the city. Through the model the city is looking to develop a more joined up offer for inward investors and investigating how it can influence procurement to increase take-up of apprenticeships and other locally targeted recruitment and training opportunities.

¹ A partnership of Askham Bryant College, City of York Council, the University of York, York College and York St John University with one associate member – Craven College.

22. YorCity Construction

In 2001 a number of key York organisations came together to form Higher York. The partnership has since developed YorCity Construction, a targeted training and recruitment model to encourage broader local community engagement during the development stage of major sites in the city, with the aim of:

- Increasing choice and improving opportunities for people to access Higher Education and training
- Helping local businesses to develop their skill base through Higher Education and training; making links between employers, staff, students and graduates.
- Sharing best practice, resources, knowledge and expertise in order to maximise effectiveness and impact on skills for the local economy.

23. Higher York also helped develop a training and development facility at the University of York's Heslington East site for education, training and community engagement activity.

24. In 2010 the facility at Heslington East was awarded National Skills Academy status by the CITB-Construction Skills, and the Higher York Team started to seek ways to roll out the model across the city.

25. Under the model each site developer and main contractor is initially approached to discuss what kind of activities they would be prepared to be involved in. Activities can include:

- Working with local Job Centres and recruitment agencies to source local labour.
- Working with local providers on pre-employment training programmes to support and encourage local residents, in particular those who are unemployed, to access job opportunities.
- Taking on apprentices from local colleges and training providers.
- Offering internships or work placements to undergraduate or postgraduate students.

- Offering work experience to school and college students.
 - Getting involved in employer events focused on school and college students.
 - Providing support for professional development of teachers and tutors.
 - Providing site visits for the local community, schools, universities, and colleges.
 - Working with local colleges and universities to up-skill site staff or potential employees.
 - Ensuring that local businesses are aware of the work packages available on site.
 - Working with the supply chain to get them involved in the types of activities mentioned above.
26. This approach provides developers, contractors and suppliers with an opportunity to influence, contribute to and access recruitment and training of a future and current workforce, which in turn raises a positive profile for the developer not only with local residents but also with other businesses and stakeholders in the local area. In addition, the local community benefits from access to training and potentially jobs, as well as a better understanding of the development in its own right, and the benefits it can bring to their community and the city in the long term.
27. Since then North Yorkshire Business and Education Partnership (NYBEP) has been coordinating activities on behalf of the University with companies on the Heslington East site. The project is long term and has and will continue to involve a large number of companies. To date companies such as BAM, Shepherds, GMI, McAlpine and their supply chains have all been involved in the academy.
28. As the local planning authority and a procurer of services, City of York Council takes a lead in promoting the model through its processes and practices. An example of this would be working with housing services and housing associations to look at employment for ex-offenders.
29. All planning applications of above an agreed size/value are flagged as being potential projects within the model.

The 'client' (e.g. developer) is made aware of the model and those who can support. Examples of this include:

- The new City Council headquarters - Miller Construction (the main contractor) and S Harrison (the developer) were both committed from the outset to work with local schools, colleges and the local economy, and supported local businesses with opportunities to tender for work and individuals with employment.
- The Joseph Rowntree Trust eco-housing project in Derwenthorpe - David Wilson Homes has been involved in targeted training and recruitment activities including actively seeking local people to work on site. JRT had already put requirements on the developer to engage with local people and communities while David Wilson Homes had the support of CITB-Construction Skills. The City of York Council team responsible for developing the Community Stadium project also embraced the concept of the model.

30. In order to maintain its links with the construction industry, YorCity Construction held a free event in May 2013 to inform companies how they could get involved in working with schools, colleges, universities and community projects in and around York.

31. The agenda allowed for an overview of the YorCity Construction model including achievements, business benefits and case studies and there were round table discussions on the benefits and how the model can be improved. Feedback from employers included:

- Widespread acknowledgement of a joint apprentice scheme offered by YorHub. While the scheme was welcomed it was felt the 16-19 age range was a little restrictive considering 19+ young people tended to be more work ready and flexible. However, there was general agreement that the shared apprentice initiative was an excellent idea as it allowed apprentices to gain a wider learning experience across a broader spectrum of the sector and, secondly, a small business could struggle to take an apprentice on their own.
- Agreement by employers that City of York Council operated a balanced approach to tendering.
- A willingness to explore how more local contractors could win local contracts.

They agreed there was a need for increased stability of local contracts, rather than national contracts to make the taking on of apprentices more feasible for local employers.

- That recruiting apprentices at an early age often paid dividends in the future, but smaller employers (in the supply chain) often faced barriers as a result of larger employers not allowing under 18s to work on construction sites.

32. At their meeting in early November 2013 the Task Group learnt that a Steering Group was being established to support the next stage of development for the YorCity Construction model and examine how the model can be rolled out to benefit firms of every size. The Steering Group includes the Council's Director of City and Environmental Services, the Assistant Director Development Services, Planning & Regeneration and the Head of Economic Development, employers and training providers and will look at how they can better support the locally targeted training and recruitment needs of small to medium sized businesses, not just large developers

Analysis to Date

33. Having considered the information from the Skills Funding Agency (SFA) on the existing training provision and funding landscape (shown at Annex B), the Task Group recognised there is a skills gap in York which has yet to be clearly identified, and noted that work was ongoing through engagement at local level to identify that gap.
34. It appears the YorCity Construction targeted training and recruitment model has had some success in securing opportunities for young people still in education and some apprenticeship roles, as identified in paragraph 25. However what is not clear is how successful it has been in securing job opportunities for local residents, NEETs, the up to 24 year olds, those looking to retrain and the up-skilling of the existing workforce.
35. The feedback from employers attending the YorCity Construction event held in May 2013 suggests the need to examine what opportunities are available for the 19+ age group to enter the construction industry – see paragraph 31 above. However, members had previously been made aware that a significant number of potential construction industry recruits in York would need pre-employment / pre-apprenticeship training linked to the construction sector before they would be able to benefit from more

substantial training and work based learning opportunities.

36. At a meeting in early November 2013 Task Group members recognised that the YorCity Construction model was working very well with large construction companies on large development sites but acknowledged there was a need to engage with smaller firms to investigate what barriers, if any, there are to taking part in the scheme.
37. In noting that each major site developer and main contractor is approached to discuss which elements of the targeted training and recruitment model they would be prepared to be involved in, it would be helpful to understand how many do not take up the model and why. It is hoped this would be addressed at meetings with employer groups detailed below.
38. While the recruitment and training of staff is recognised as being a key issue in the Review, but there is a need to identify a strategy whereby companies that have a suitably qualified workforce can best retain their skilled employees.
39. At the November Task Group meeting Members welcomed the formation of the YorCity Construction Steering Group, recognising it will ensure a more cohesive approach for development of the model for medium and small firms. Members expressed an interest in attending the first Steering Group meeting on 8 January, 2014.

Further Information Gathered

40. In support of objective (i) of the review remit listed in paragraph 10, the Task Group agreed they would like to meet with Property Forum of York's Chamber of Commerce to investigate how local firms and organisations within the supply chain currently source new staff and apprentices.
41. As a result Members attended a meeting of the Property Forum on 10 December 2013. The Director of City and Environmental Services told the meeting the Council's aim was to create 22,000 homes over the next 15 years in addition to other major developments within the city, such as the former Terry's factory, the former British Sugar Factory and the former Nestle site. The challenge for construction industry employers was to meet recruitment needs over the next 10-15 years.

42. The Task Group Chair told the meeting there were great opportunities in York with a projected construction boom and it was important young people and local York residents were involved in this boom.
43. A Forum member told Task Group Members that there was a major skills gap in York and the UK generally and they were struggling to recruit staff. His company had recruited 25 people in York over the past six months but were still having to take on people from outside the area. The problem was that as the industry downsized the supply chain became inhibited.
44. Another Forum member told the meeting he had three sons and a career in construction was never mentioned at school. The industry was now coming out of the doldrums. For the past four or five years it had not been able to take on apprentices but now it is starting to recover and can start recruiting apprentices again.
45. As a result of the meeting with the Property Forum the Task Group Chair noted:
 - The perception that York's secondary schools have a low regard for the building and construction industry as a trades career path.
 - There is a long lead time for the procurement of basic materials – such as bricks – that could compromise efforts to expand the industry and its supporting training.
 - There may be difficulty getting the industry to adopt modern pre-build technologies – which could have knock-on effects to the training and planning processes for these technologies.
46. Another Task Group Member suggested schools could better market a career in construction, although it was accepted the reality over the past five or six years has been that the industry has shrunk to 25% of what it was in some areas which has meant a big drop in wages and poor job security. However, he considered now was a good time to start as the opportunities are sky high and this needs to be stressed to young men and women.

47. On 8 January 2014 the Task Group Chair attended the YorCity Construction Steering Group meeting along with representatives of construction firms, training providers, agencies, the Armed Forces and CYC officers.
48. The purpose of the YorCity Construction Steering Group is to:
 - Advise on how YorCity Construction can continue to develop a multi-agency, partnership approach in York to meet the skills and recruitment needs of the construction sector both now and for the future;
 - Advise on the skills needs of the sector;
 - Advise on how YorCity Construction can maximise targeted recruitment and training opportunities available to local residents through developers, contractors or supply chain businesses that are either based or operating in the city;
 - To oversee the implementation of the YorCity Construction initiative and to receive and comment on progress reports relating to YorCity Construction.
49. The meeting acknowledged that York is going through a significant period of change as it recovers from recession and there were massive opportunities for long-term gain with plans for 22,000 homes over 15 years and the creation of around 1,000 construction jobs a year.
50. Construction company representatives said their firms were recruiting but agreed the industry did not have the skills pool it required and there was a limited amount of trades people in the York area. They have vacancies that need to be filled immediately but there were not enough skilled employees such as bricklayers and joiners.
51. Construction companies were committed to apprenticeships but these take two to three years and would not be able to satisfy the immediate requirements.
52. The meeting agreed that many schools had misconceived ideas about the construction industry as a career and were largely unaware of the wide variety of jobs available, from trades people to professional, technical and commercial and sales positions.

One training provider did a presentation to a school and could see the shock when people realised the array of careers opportunities available in construction.

53. The Armed Forces representative said redundancies meant a large, motivated workforce was to be released into the labour market, each with a retraining package which could be used to learn a new trade.
54. The meeting acknowledged that construction was a transient market but as it was entering a period of growth it could now offer employment in the York area for the next five to 10 years during which time a locally based workforce could provide sustainability, which was not the case five years ago.

To Progress the review

55. To support objectives (ii) & (iii), the Task Group agreed to consult with current apprentices on their route into the industry and the barriers they faced and a meeting was arranged for 11 December at York College's Osbaldwick Training Centre. Representatives from training providers such as York College, CITB, and Job Centre Plus were also to be consulted during the day.
56. However, these meetings were cancelled at short notice as the college was notified that it was to have an Ofsted inspection that day. An alternative series of meetings is to be arranged.
57. Following this meeting, it is suggested that the Task Group hold a further interim meeting to discuss the review findings to date, agree what, if any, additional information is required to support the work on the review and to formulate recommendations to be presented to ECDOSC.

Council Plan

58. This review is linked to the 'create jobs and grow the economy' element of the Council Plan 2011-15.

Implications

59. There are no other known implications associated with this report. However, any implications which may become apparent as the review progresses and recommendations emerge will be addressed in the final draft report from the Task Group.

Risk Management

60. There are no known risks arising from the report. Again, any risks arising from the final review recommendations will be addressed once they become apparent.

Recommendations

61. Having considered the information contained within this report and its annexes, Members are asked to:

- Note and comment on the work on the review to date.

Reason: To progress this scrutiny review in line with scrutiny procedures and protocols.

Contact Details

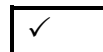
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**Report
Approved**



Date 06/1/2014

Wards Affected:

All

Annexes

Annex A – Timetable for review

Annex B – Training provision and funding landscape

Annex C - Abbreviations

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ANNEX A- Construction Skills Task Group Scrutiny Review

Review Aim: To investigate ways of increasing the supply of local people with building and construction skills

Objectives	Method	Meetings
i. Identify what skills gaps and shortages there are in York and will be in the future, against planned development in the city over the next 5 years and beyond	Map the existing training provision and funding landscape to support the skills and employment needs of the industry	23 Sept 2013 @ 5:30pm
	Consider interim report providing: <ul style="list-style-type: none"> • Information on current practice in York • Feedback from Employers gathered July 2012 • Information on best practice from other Local Authorities detailing how they work with developers and training organisations to ensure they have a skilled workforce available to achieve their future development demand 	4 Nov 2013 @ 2:30pm
	Meet with Property Forum of York's Chamber of Commerce and other contacts to investigate how local firms and organisations within the supply chain currently source new staff and apprentices	10 Dec 2013 @ 5pm
ii. Examine the opportunities for local people, including NEETs, 16-24 year olds and those looking to retrain, to enter the construction industry to enable the industry to take advantage of new and emerging projects	In support of objectives (ii) & (iii): <ol style="list-style-type: none"> 1. Carry out site visit to consult with current apprentices to: <ul style="list-style-type: none"> • Investigate their route into the industry and; • Identify any barriers they faced 	11 Dec 2013 @ 11:30am at Training College, Osbaldwick

<p>iii. Identify what strategy and funding is in place by building companies and training organisations to develop a suitably qualified workforce to meet projected demands including retention and recruitment strategies, and identify best practice</p>	<p>2. Meet with representatives from training providers such as York College, CITB, and Job Centre Plus to:</p> <ul style="list-style-type: none"> • Map existing capacity and potential gaps and; • Identify possible obstacles in the recruitment process 	<p>11 Dec 2013 Afternoon (venue to be confirmed)</p>
	<p>Consider Interim Report detailing information gathered to date</p> <p>Identify conclusions to date and agree what if any additional information is required to progress work on the review</p>	<p>TBC</p>
	<p>Receive any additional information identified at the previous meeting</p> <p>or</p> <p>Consider review draft final report containing review conclusions and draft recommendations</p>	<p>TBC</p>

Construction Sector Training and Workforce Development				Funding criteria
	Unemployed		Employed/ existing work force	
	New entrants	Re-enter and up skill	Employees aged 19+	Leaders and managers
Core SFA funding (York College)	Classroom infill against a range of L1 – L3 quals.	<p>EWPA in (Experienced Worker Practical Assessment) in</p> <ul style="list-style-type: none"> Decorative Occupations Trowel Occupations Wood Occupations <p>These qualifications together with a Health and Safety Test certificate will enable these individuals to qualify for a CSCS Card.</p> <p>Free to unemployed residents</p>	<p>Range of short courses and qualifications from L1-4.</p> <p>Range of Apprenticeships for 16-18 & 19+</p>	<ul style="list-style-type: none"> National Certificate in Building Studies BTEC Level 3 Diploma or Extended Diploma CIOB Site Management Certificate Diploma (SMETS).
	Free to unemployed residents	Free to unemployed residents		<ul style="list-style-type: none"> Unemployed individuals should qualify for free programmes as these would be fully funded by the Skills Funding Agency Short Course programmes are fully funded by students or their employers Qualifications are part funded by the Skills Funding Agency and students or their employers Apprenticeship programmes are part funded by the Skills Funding Agency and students or their employers

<p>ESF workplace learning</p>			<p>1) Birkwood Plant Training – (plant/ construction operations) 2) Integrated Training Solutions – (plant operations) 3) Leeds College of Building – (various L2 diplomas, ranging from glazing, roofing, steel, fenestration).</p>		<p>1) Up to 1,000 employees. 2) Up to level 2 3) Fully funded 4) Some larger employers 5) Some funding L3 19-24 SMEs 6) To June 2015</p>
<p>Skills enhancement fund</p>			<p>1) Construction Plant Operations – Unit Qualifications NVQ L2 max 3 per learner This Framework seeks to fund additional units of the Plant Operations NVQ level 2 allowing operatives to show competence in a wider range of equipment which will in turn; increase their prospects of remaining in employment and achieve their Blue Card.</p>		<p>1) PO -Employers in the Construction Sector that employ less than 5000 people. 2) Until June 2014 3) 30% cash contribution from employer ~£40 per unit.</p>



<p>CITB Construction for growth via LEPs Employer funds</p>	<p>✓ Growth through people</p>	<p>✓ Targeted skills needs</p>	<p>✓ Improving employer's capabilities and capacity to respond to business opportunities</p>	<p>SME for workers with responsibility for environmental issues 30% employer cash contribution (maximum of £100 per learner) max group 10.</p>
				<ul style="list-style-type: none"> • 500k of CITB employer levy monies to support activity across LCR. • Jan 2013 – Dec 2016. • Match required. • Registered CITB employers/businesses.
<p>Site Environmental Awareness Training Scheme –</p> <p>Framework seeks to provide funding towards the costs of undertaking the SEATS which will enable Construction Companies to become compliant with the requirements ahead to it becoming a mandatory.</p> <p>Endorsed by the UK Contactors Group & Environment Agency. Provides workers with knowledge on environmental best practises, enables the industry to become more aware of environmental issues and reduce carbon emissions and wastage.</p>				

ESF skills support for work place			ESF skills support for work place		
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ANNEX C

Abbreviations used in this reports and annexes

CITB – Construction Industry Training Board

FE/HE sector – Further Education/Higher Education

JRT - Joseph Rowntree Trust

JSP – Job Centre Plus

Ofsted - Office for Standards in Education

LA – Local Authority

NEET - Not in Education, Employment, or Training

SFA – Skills Funding Agency

SME - Small and Medium Enterprises

TBC – To Be Considered

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Economic & City Development Overview & Scrutiny Committee**28 January 2014**

Report of the Assistant Director Governance and ICT

Update on implementation of recommendations from the previously completed External Funding Scrutiny Review and updated information on the Council's Economic Strategy and York Economic Partnership (YEP) Dashboard.**Summary**

1. This report provides Members with their first update on the implementation of the recommendations arising from the previously completed External Funding Scrutiny Review (Annex A) and gives updated details of the Council's Economic Strategy (Annex B) and YEP Dashboard (Annex C).

Background

2. At a meeting of the Economic and City Development Overview and Scrutiny Committee (ECDOSC) held in September 2012 Members received an initial briefing note on a potential scrutiny review that had been put forward by Councillor Semlyen. The basic premise for the suggested review was to unlock the potential of external funding for economic development and regeneration projects. The Committee agreed that this review should go ahead and set up a Task Group to carry out the review on their behalf.
3. In January 2013 the Task Group reported back on their initial findings and ECDOSC agreed a remit for the review together with a number of objectives. However, as work on the scrutiny review progressed, ECDOSC were asked to agree some minor changes to the objectives set, to allow the Task Group slightly more flexibility within their review. Work on the review then progressed based on the following remit and objectives:

Aim

To be more effective and systematic in securing external funding and investment for York

Key Objectives

- i) To assess how Leeds City Region are articulating investment priorities, including looking at the case of the LEP European Regional Development Funding Programme and broader funding priorities.
 - ii) To assess what resources are available to City of York Council (CYC) to effectively identify and successfully secure funding (resources in this instance including CYC staff, additional or temporary staff, partnership staff, ability to provide match funding, up-skilling and training)
 - iii) To develop a plan for presenting a strong case to attract funding for York's top investment priorities.
4. Over a series of meetings the Task Group gathered evidence for the review and in September 2013 ECDOSC considered the draft final report. The recommendations were approved by Cabinet on 5 November.
 5. When ECDOSC endorsed the recommendations in September 2013 Members requested an overview of the Economic Strategy and its targets be presented to a future meeting of the Committee and these are included in Annex B & C.

Options

6. Members may decide to sign off any individual recommendations of the External Funding Scrutiny Review where implementation has been completed and can:
 - a. request further updates and the attendance of the relevant officers at a future meeting to clarify any outstanding recommendations relating to the above review or;
 - b. agree to receive no further updates on this review.

Council Plan

7. The work on the review and its arising recommendations and information in Annex B & C support the '*create jobs and grow the economy*' element of the Council Plan 2011-15.

Implications

7. There are no known financial, human resources, equalities, legal or other implications associated with the recommendation made in this report.

Risk Management

9. In compliance with the Council's risk management strategy there are no known risks associated with this report.

Recommendation

10. Members are asked to note the contents of this report and sign off all recommendations in the External Funding Scrutiny Review that have been fully implemented.

Reason: To raise awareness of those recommendations which are still be fully implemented.

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Report Approved



Date 16/1/2014

Wards Affected:

All



For further information please contact the author of the report

Annexes

Annex A – Update information on External Funding Scrutiny Review

Annex B – York Economic Strategy

Annex C – YEP Dashboard

Abbreviations in this report and its annexes

CLLD - Community Led Local Development

CYC – City of York Council

ECDOSC – Economic & City Development Overview and Scrutiny Committee

LCR - Leeds City Region

LEP – Local Enterprise Partnership

REM - Regional Econometric Model

YEP - York Economic Partnership

Annex A

Update Report on recommendations arising from External Funding Review

Review Recommendations	Update on Implementation
<p>(i) The Economic Development Unit to develop and publish on the web an 'Investment Plan' that will highlight key growth priorities for CYC and wider City, and identify specific projects to take these priorities forward, and match them to the most relevant sources of finance (with an appropriate forward scanning function to achieve this). To be completed by December 2013.</p>	<p>A draft Investment Plan has been produced. The development process has initiated the specific identification of the key investment priorities required to realise the city's economic vision – it begins to detail the critical 'Actions for Growth', linking them clearly to the funding needed to support their delivery.</p> <p>The plan also seeks to fulfil a horizon scanning function, identifying future priorities and investigating new and emerging forms of economic funding and investment that have potential to support the delivery of identified priorities.</p> <p>Whilst good progress has been made further work is still required to ensure that key priorities are reflected accurately and that all confidential and commercially sensitive information is appropriately considered.</p>
<p>(ii) To apply suitably ambitious measurable targets as part of the development of the investment plan in order to gauge its</p>	<p>This is a highly challenging objective, and one which the draft Investment Plan is still in the process of addressing.</p>

impact, these targets, based on the investment plan, to be confirmed by the end of December 2013.

There are many planned and existing schemes and initiatives in the City that contribute to the broad economic objectives identified within the draft Investment Plan. However, the critical step is to devise an **assessment framework** against which these individual programmes and initiatives are measured and clearly prioritised.

i.e. in other words setting out the precise schemes, areas and initiatives where external investment is needed the most – but also prioritising these schemes in order of importance to the City

The draft Investment Plan goes some way to addressing this but further work is required. To undertake this task successfully requires detailed feedback and input from teams / directorates across CYC, who need to ‘buy into’ and fully engage with the Investment Plan.

(iii) The priorities of the City to be aligned with broader regional priorities, particularly those contained within the Leeds City Region LEP Investment Plan.

The driving force behind all funding accessed through the Leeds City Region will be the Leeds City Region LEP **Strategic Economic Plan**.

Leeds City Region LEP recently published a draft version of their Strategic Economic Plan up to 2020/21 although no overarching financial / spend profiles have yet been published beyond 2015/16.

Beneath this plan sits the proposal to create a **Single Investment Fund** combining and aligning a variety of different monies and income streams (including Single Local Growth Fund, Growing Places Fund, Regional Growth Fund, European monies etc.) under one single 'fund of funds'. Most importantly this will in turn lead to a **Single Assessment Framework** for programmes / projects across the City region.

The Strategic Economic Plan identifies the major strategic priorities of the City Region moving forward and key potential areas of spend for 2015-16, largely driven by the availability of Single Local Growth Fund monies.

York's key priorities have been reflected to Leeds City Region LEP, and there is some mention of York's longer-term priorities within the document.

	<p>Immediate term transportation schemes in York are included in Leeds LEP's 2015-16 short term spend calculations.</p> <p>Whilst there is still considerable uncertainty over the overall amount of European funding Leeds City Region will receive and how those monies will be allocated, an opportunity has arisen to express advance interest in one element of European funding - Community Led Local Development. York has taken full advantage of the opportunity to ringfence resources at an early stage, and was the first City in the region to submit a CLLD request (of £1.2 million).</p>
<p>(iv) The Council to be proactive in engaging the Leeds City Region and other potential partners to ensure that York's key investment targets are prioritised effectively in regional and national investment plans by formally:</p> <p>a) Submitting the council's Investment Plan to Leeds City Region LEP so that it may be included in their strategic Assessment Framework.</p> <p>b) Developing the relationship between</p>	<p>There has been proactive engagement with Leeds City Region LEP over the last six months at both an officer/member level. York has strong representation on the many officer and member groups. There is also strong business representation from York on various LEP groups and boards.</p> <p>Whilst Leeds City Region LEP has an overarching strategy already in place, the key point to note is that what sits beneath the current corporate plan is emerging and constantly changing.</p>

<p>officer and Members at Leeds City Region level.</p>	<p>Leeds City Region LEP are refining their approach in response to the new European funding programme 2014-2020 and emerging Government initiatives such as the single local growth fund. As a result it is imperative that City of York Council moves with, and keeps track of, these changes - ensuring continuous alignment between the strategic priorities of the City and the wider LEP.</p> <p>This is where the evidence base of the York Investment Plan is critical i.e. defining the priorities of the City, <i>in order of strategic importance</i>. This will be used as the evidence base to demonstrate to LCR LEP where they have and have not reflected their priorities adequately in their draft Single Economic Plan - and future funding allocations emanating from that plan.</p>
<p>(v) Provide regular bi-annual updates to the Economic & City Development Overview & Scrutiny Committee on York's key investment priorities, including progress with specific bids to be communicated to Leeds City Region, Science City York and other relevant partners who either need or wish to be informed of specific bids.</p>	<p>In terms of specific bids to Leeds City Region, please see the answer above to identify the strategic process through which this will take place.</p> <p>Since key citywide partners will input significantly into the York Investment Plan (in fact the plan is being drawn up in conjunction with them) relevant partners will be therefore kept updated and appraised of any bid(s) for financial resources submitted to the City Region from the City of York.</p>

(vi) CYC to continue to subscribe annually to the Regional Econometric Model (REM) licence and budget for it as a core expenditure, in order to utilise the REM to evidence the overall economic impact of every project or initiative (where a clearer understanding of the broader economic impact forms part of the bid criteria) thereby clearly articulating and strengthening the evidence base for all funding applications.	CYC continues to subscribe to the REM, and the economic modelling tool continues to prove a useful resource in terms of understanding the overall economic impact of key pipeline projects and initiatives. The REM has already been used to articulate and strengthen the evidence base for proposals such as York Central. It will continue to be utilised in such a manner on an ongoing basis.
(vii) CYC to explore, under the licence agreement the benefit of, using the REM and sharing the data produced by the REM – and how we involve/engage citywide partners in making the most of the modelling software. Aim to produce an agreed REM user plan by December 2013.	A specific REM user plan still to be developed. Irrespective of this REM software remains available to be used on behalf of Citywide partners. More work will be undertaken around the sharing of REM data, and performing REM economic analysis on partners' behalf over future months.
(viii) CYC to draw upon relevant officer expertise, and ensure that sufficient officer time and resource is made available to build and develop business cases of suitable robustness and probity around the major flagship projects featured in the Investment Plan, in order to maximise significant funding and investment into those schemes.	Whilst the finalised Investment Plan is still taking shape, the process of putting together robust 'project teams' from across directorates to build and develop robust business cases around major flagship projects (likely to feature heavily in the Investment Plan) has already begun. York Central is prime example of cross directorate working. York's Community Led Local Development bid is another prime example of a cross Council project team being rapidly drawn together to

	produce and submit an outline bid at short notice. This process also effectively drew-in wider partner agencies into the project planning process.
(ix) CYC to develop a plan for the 'yorkmeansbusiness' website in order to fully integrate it into York's business network.	An officer has recently been recruited to the Economic Development Unit whose remit includes the further development of the website by summer 2014.
(x) CYC to develop a clear inward investment menu or offer on the 'yorkmeansbusiness' website, setting out the various support services available to potential investors. This should draw on the support made available as part of recent successes in attracting inward investment e.g. Hiscox. The development of an initial webpage to be completed by October 2013.	An inward investment offer has been prepared in draft and will be included in the newly refreshed website when ready.
(xi) CYC to maintain a presence at prestigious international events to attract developer and investor finance for key sites in the City. Every lead from such events should be followed up and invited to York to meet with relevant senior CYC officers.	The City of York will have a strong presence at the next MIPIM global property fair, joining forces with Leeds and Partners to present a co-ordinated and dovetailed investment approach alongside the three other Cities within the Leeds City Region - namely Leeds, Bradford and Wakefield. The city will be presenting a city wide offer for investment in key and strategic sites at this event.

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Reaching further

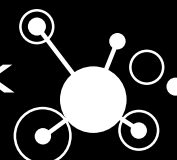
YORK



 **York Economic Strategy**

2011–2015

BROUGHT TO YOU BY
CITY OF YORK



Our economic vision is for the City of York to become an international and enterprising city, and in time, the most competitive city of its size, not only in the UK but globally, leading to increased growth in the overall economy and jobs.

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Foreword

Peter Kay, Chair of York Economic Partnership, and
Cllr James Alexander, Leader of the Council.



Peter Kay
Chair of York Economic
Partnership

I am pleased to present this final version of the York Economic Strategy. Having consulted for three months with the wider business base and community, we feel we have a vision that the city can get behind and drive forward.

The strategy will be regularly reviewed but is designed to guide the economic aspirations of the city for the next four years and beyond.

The current economic climate is one of the toughest we've seen for generations. The impact of the recent recession has had an effect on us all. Above all, it has sapped our confidence. In this state, it is too easy to overlook the enormous advantages that York has and upon which it can capitalise. Recession reminds us that our advantages can be lost. Our complacency has been shaken. It is time to shape our future fortunes.

Ambition is what this strategy is all about. It says where we want to be in comparison to other cities, both nationally and internationally, and it identifies how we get there. It is a challenge and a call to businesses and residents of the city for support through concerted action - an invitation to join the partnership. This strategy will enable us to work in new ways to unlock the potential of our residents, our workforce and our businesses, and in so doing, make this city fulfil its true potential for the benefit of all. We will be doing again what York has done so well in the past - reinventing itself, whilst bringing forward in a sustainable way, both its unspoiled heritage and knowledge capital.

I welcome your thoughts and input over the coming months, and I am committed to working closely with partners to realise this ambitious plan.

York is a great city with significant potential. Over this past year alone, the city has collected a seemingly endless list of accolades including being the most resilient economy in the North of England (Ekosgen, 2011), Britain's most beautiful city (Bing, 2011), to one of the most skilled cities in the country (Centre for Cities, 2011).

However, we cannot become complacent; we must rise to the challenges presented by the most significant downturn for a generation. Indeed, I hope to work with partners across the city through this strategy to build on the assets we have to become a truly internationally competitive economy, whilst ensuring the benefits of that prosperity are shared with as many of our residents as possible.

I look forward to working with partners, residents and businesses to make this city the international and enterprising city that we have the potential to be.



Cllr James Alexander,
Labour Leader of City of
York Council

Executive Summary

Context

With the recent global recession and associated credit crisis, the international economy has become increasingly competitive – for individuals, for business and for governments around the world. Economic growth has slowed and there is less public money available.

The result is an uncertain and volatile economic climate with increasing competition between cities around the UK and globally for investment, talent and jobs.

Challenge to the city

As the third fastest growing city in the country¹ and one of the most attractive places to live and visit², York has the potential to be both a nationally competitive and an internationally leading city economy.

Over a number of years York has successfully re-invented itself from a railway and confectionery manufacturing city into an international destination and hub for science and technology, a national centre for financial and business services. Today, the city is home to internationally competitive industry and research expertise in the biosciences, healthcare and medical research, biorenewables, environmental research, IT and digital and creative technologies. The city now supports more than 110,000 jobs and contributes £4bn of value to the national economy.

York also offers a quality of life and place that is distinctive and unique – with unprecedented heritage assets and a cosmopolitan retail and leisure offer that attracts 7 million visitors a year.

However, current economic growth forecasts show the city growing at a much lower rate than pre-recession³, and it is clear that the city is "punching below its weight" both nationally and internationally.

According to the Huggins Competitiveness Index 2010, the city ranked 13th out of 64 UK cities on measures including productivity, employment rates, business stock, high level skills and CO2 emissions. The city's performance in competitiveness is brought down by a number of factors:

- With a higher than average proportion of residents employed in the public sector (33% of total employment), the city could see unemployment rise as public budgets become increasingly constrained.
- The city has a lower than average rate of business start-ups, which means our business base is grow slower than other cities. Further, productivity of businesses is lower than average.
- Physical space for commercial activity remains at a premium, and sustainability in development is increasingly challenging.
- Whilst the city is aiming to reduce carbon emissions by 20% by 2020, in reality it is set to increase these emissions by 31% by 2050.
- Although the city is one of the most equitable cities in the country⁴, the city still has pockets of deprivation, with some residents unable to enjoy the benefits of its prosperity and success. Current economic conditions could make this problem grow.

These issues present a challenge to the city to "raise its game" – to not only tackle the issues, but to work across sectors to build on what we have to become an internationally leading, enterprising and competitive city.

¹ When measuring population growth, Centre for Cities (2012), Cities Outlook 2012.

² According to Lonely Planet ranking of top 200 places in the world to live

³ Statistic from Yorkshire Forward Chief Economist Unit, August 2011, based on Regional Economic Model data.

⁴ Centre for Cities (2012), Cities Outlook 2012.

Introduction

Context

With the recent global recession and associated credit crisis, the international economy has become increasingly competitive – for individuals, for business and for governments around the world. Economic growth has slowed and there is less public money available.

The result is an uncertain and volatile economic climate with increasing competition between cities around the UK and globally for investment, talent and jobs.

With the winding down of Regional Development Agencies like Yorkshire Forward and the business support available freely through Business Link, there has been a major reduction in public budgets and grant monies available to businesses and start ups.

At the same time, the rise of Local Enterprise Partnerships has given a new opportunity for business communities and public sector to effectively work together in this more difficult climate.

Where we are

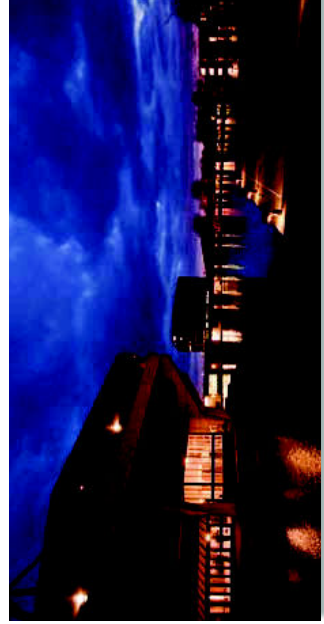
The city's economic assets and opportunities are first class: cutting edge universities, a leading Science City, world class science and technology, a highly skilled population, excellent transport links both to national and international markets, and pronounced strengths in a range of sectors.

In fact, the city is internationally competitive in biosciences, and

particularly environmental and biorenewables technologies, healthcare and medical industries, as well as internationally connected creative and digital technologies and financial and professional services industries. The city also has a world-class tourism, heritage, leisure and retail offer that in its own right is central to the city's profile and relative prosperity.

However, the most recent economic forecasts predict slow growth for a number of years, with an average of 0.75% CVA growth per annum in York between 2011 and 2015, the lowest in the York, North Yorkshire and East Riding LEP area. Growth predictions for York can be pessimistic and do not always fully take into account the city's economic resilience. Notwithstanding this, it is clear that economic conditions are likely to be challenging for a number of years.

Further, York is an economy of unrealised potential. The city's economy is in the top 40% in England. It has relatively good performance in some key areas. Yet its enterprise and productivity levels are lower than average, and its inward investment levels do not match ambitions. Closely linked to and partially a cause of these challenges, the commercial premises and housing supply available for businesses and residents respectively do not match with current demand.



An overview of the city's current strengths and weaknesses is presented below:

Strengths	Weaknesses
It is the most resilient economy in the North of England and sixth most resilient in the country ⁵	The city's overall productivity is only 85% of the national average ⁶
York is in the top 20% of local authority areas and of English cities for the proportion of people with high level skills ⁷	Forecasts predict slow growth, with an average of 0.75% GVA growth per annum in York between 2011 and 2015 ⁸
York is one of the most equal cities in the country – i.e. it has one of the lowest gaps between those on the highest and lowest incomes ⁹	The city has pockets of deprivation – 8 LSOAs fall within the 20% most deprived in England ¹⁰
Employment is just above national average	Incomes are just below the national average
York has enjoyed the fastest growth rate in the region for early stage start-ups over the last three years ¹¹	However, of these early starts, a smaller than average number make it to VAT registration level, with York ranking lower than average on VAT registrations
York attracts 7 million visitors a year	The proportion of firms exporting and accessing new markets in the city (7%) is much lower than the national average (around 25%)
The city is one of the greenest cities when compared with similar sized cities in Europe ¹²	Although the city is aiming to reduce carbon emissions by 20% by 2020, in reality it is set to increase these emissions by 31% by 2050
York is renowned for its quality of life and its historic environment, with one of the largest city conservation areas and highest concentrations of historic buildings in the country	Despite high demand, space for businesses to start and grow in this historic city is constrained and in low supply ¹³



⁵Ekosgen (2011), Index of Economic Resilience.
⁶Huggins Competitiveness Index (2010).
⁷Centre for Cities (2011), Cities Outlook 2011.
⁸Statistic from Yorkshire Forward Chief Economist Unit, August 2011, based on Regional Economic Model data.
⁹Centre for Cities (2011), Cities Outlook 2011.
¹⁰Index of Multiple Deprivation 2010.
¹¹According to UK Bank Search Database.
¹²Based on proportion of green space according to Centre for Cities (2011).
¹³Centre for Cities (2012), Making the grade: the impact of office development on employment and city economies.
¹⁴Visit York data (2010).

In view of these strengths and weaknesses, the city faces the following opportunities and threats:

Opportunities	Threats
The city's high skill levels mean that the city is well placed to attract high value jobs to the city	Pockets of deprivation and low skills attainment mean that not all residents are able to take advantage of the opportunities brought by this investment
York's knowledge-based assets offer an opportunity to build competitive advantage in growth, high value added industries	Despite these opportunities and the city's strengths in research, it has become increasingly difficult to provide the right support for these businesses to thrive, and the proportion of knowledge based businesses at only around the national average.
With significant strengths and supply chain developments in growth industries, the city has an opportunity to clearly define and more effectively promote investment from a range of sources beyond just public funding in the city's economy	Increasing global competition for investment means that cities and local economies globally are competing more directly with one another for the same investment
Innovative finance mechanisms like tax increment financing (TIF), enterprise zones, and business rate relocalisation are being explored by Government, which could enable the city to leverage significant private finance where public funding is unavailable	Reductions in public budgets mean the opportunities for taking advantage of public funds that would previously have been available to enable and promote local growth are limited.
The city's historic environment already generates 7 million visitors a year, and there is further opportunity to strategically position and market the city globally to attract further leisure and business tourism ¹⁴	Public funding for attracting visitors previously provided from the public sector (previously through Yorkshire Forward) has been reduced
The increasing priority placed on lowering carbon emissions has created a demand for green technologies and identifying more sustainable ways of operating as a society and as businesses	Targets to reduce carbon emissions nationally and locally produce challenges for local public and private sectors at a time when growth is already dampened
There are new options for business support being developed by the private sector, universities and colleges	There is less publicly funded business support available with the winding down of Business Link



Whilst York has a reasonably healthy economy that would be the envy of most areas in the North of England, the city should aim to develop an economy that is not just nationally above average but which effectively promotes and builds on its strengths to become internationally competitive.

Overcoming challenges and capitalising on assets will be key to realising York's vision.

A new approach

The Strategy

This strategy has been developed by the York Economic Partnership (YEP) as a **new and different approach to unlocking the full economic potential of the city**. Unlike our previous economic development strategies, it is not for any one organisation alone to deliver but is about businesses, residents, partners and the City of York Council working together to a common vision and strategy. Everyone will need to play their part.

The strategy will work **across city boundaries where appropriate** – where action is best taken locally, it will be; where there are efficiencies or other reasons for working with neighbouring authorities, the city will work in partnership with the Leeds City Region Local Economic Partnership (LEP) and/or York, North Yorkshire and East Riding LEP. Where there are national and global opportunities, the city will seek to work with partners across the UK and abroad.

The strategy contributes to the Without Walls Partnership City Strategy (2008 - 25). It also contributes to the Leeds City Region LEP Plan as well as emerging York, North Yorkshire and East Riding LEP. It sits alongside and works with the local planning policy framework and builds on the *New City Beautiful* vision developed by Professor Alan Simpson.

The Vision

Our **simple economic vision** is for the City of York to become an **international and enterprising city**, and in time, the most competitive city of its size, not only in the UK but globally, leading to increased sustainable and inclusive growth in the overall economy and jobs.

On the way to achieving this vision, by 2015, the city will aim to become a **top 5 UK city economy that sustainably delivers both Gross Value Added (GVA) and jobs growth**, and a **top 10 European city**, as measured against comparator cities.¹⁵

¹⁵ Top 5 UK ranking as measured by the Huggins Competitiveness Index, and top 10 European city by comparison against similar sized cities.

In order to realise this vision, the city will achieve the following five ambitions:

1. A flexible and relevant workforce for the future, by unlocking the potential of our existing and future workforce, building on residents' skills to provide fairer opportunity for employment, whilst attracting new skilled individuals to meet the needs of businesses today and in future.

2. A growing and dynamic business base competing on a global stage, by encouraging entrepreneurship and the growth and internationalisation of existing business, as well as attracting new businesses.

3. A globally connected, locally integrated knowledge base, by strengthening the city's higher and further education base, its international connectivity and its connection to the wider city economy and business base.

4. A world class place for business, communities, students and visitors, by facilitating both better use of existing developments and infrastructure and the development of new spaces where necessary.

5. A coordinated and efficient approach to attracting and retaining investment in the city, by building on these pillars to attract and retain investment from local, regional, national and international markets.

Themes

Underlying themes to each of these ambitions are:

- **International** – Through the strategy's five ambitions, the city will build links with international markets.
- **Enterprising** – Achieving the strategy's ambitions will require an enterprising approach – where possible being as industrious and efficient as possible.

Overview of Ambitions and Objectives

1. A flexible and relevant workforce	2. A competitive business base	3. An integrated knowledge base	4. A world-class place
<ul style="list-style-type: none"> • Provide skills to match employers' needs • Connect people to jobs and opportunity • Expand apprenticeships and workplace training • Attract and better use the talents of graduates and postgraduates 	<ul style="list-style-type: none"> • Strengthen the city's culture of enterprise • Help new and existing businesses to grow and access new markets • Ensure a more business-friendly council • Strengthen supply chains in growth sectors 	<ul style="list-style-type: none"> • Develop and better connect higher and further education institutions into the city economy • Continue to expand the Science City York offer • Strengthen links between businesses and further/higher education • Promote innovation and creativity across sectors 	<ul style="list-style-type: none"> • Provide the right environment for businesses and individuals to reach their potential • Enhance the city centre and its opportunities for business and leisure • Integrate economic priorities with the physical and infrastructure development



5. A coordinated and efficient approach to attracting and retaining investment in the city

Investment

- Develop a coordinated approach to building the city's share of global GVA
 - Retain and encourage indigenous investment
- Promote the city to and follow up leads for inward investment



Top 5 UK city
Top 10 European city (against comparator cities)

Principles

Fundamental to achieving the economic growth to which we aspire are two principles that will underpin the delivery of this strategy, and which the city will champion in the process:

- **Inclusive:** The strategy will be delivered with the aim of ensuring that all York residents have the opportunity to contribute and benefit from its success.
- **Sustainable:** The strategy will be delivered with the aim of ensuring the growth we achieve is sustainable - environmentally, economically and socially.

A flexible and relevant workforce

The current picture

York is one of the most skilled cities in the country¹⁶. The skills profile of York's workforce significantly outperforms both the national and City Region averages. In a ranking of 64 of the UK's cities, York is placed sixth and ninth for working age adults qualified at Levels 4 and 2 respectively. Further, with a relatively diverse economy, the city's workforce supports a wide range of industry, which contributes to the city's overall resilience.

York also consistently achieves high levels of attainment for children and young people aged to 19, well above national averages at every level.

However, York has a higher percentage of jobs in the public sector (33.9%) than both the region (28.6%) and nationally (27%). At a time of public sector cuts, York is vulnerable in this area. In addition, although a majority of residents have better than average skills levels, there is a proportion of residents without or with low levels of skills, particularly in areas of deprivation. The recent Fairness Commission for York has found that these deprived areas are home to 13,000 of our residents or about 7% of the total population of the city. These areas suffer from shorter life expectancy and higher crime.

What we will do

The YEP will work with Learning City York and employers in the city to identify skills needed both now and in the future. This will enable us to ensure that skills provided and careers advice match available jobs. It

will also enable us to upskill residents and connect them to jobs.

At the same time, we will attempt to better utilise the highly skilled individuals from our colleges and universities. This will enable us to attract the higher skilled, higher value jobs to the city that will enhance overall economic growth and prosperity. The city will work with the Fairness Commission to address the issues raised by the Commission through the route of ensuring disadvantaged individuals and communities are able to access opportunity more effectively in future.

Learning City York and associated partnerships will be the predominant lead for this area of work, alongside the skills providers, careers advisors and recruitment agencies in the city.



Specifically we will aim to:

Objectives	Actions	Lead
a) Provide skills to match employers' needs	<ul style="list-style-type: none"> i) Identify and promote the skills needs of the current and future business base, working with employers and private sector recruitment agencies ii) Further enhance attainment in schools, with a focus on narrowing the gap for the most vulnerable and disadvantaged learners and embedding a lifelong learning culture from early years onwards iii) Support the development of high quality Science, Technology, Engineering and Mathematics (STEM) provision, promoting participation by young people in these subjects to meet future skills needs of the economy iv) Raise awareness among young people and parents/carers of the options and opportunities available to children and young people, the changing nature of economic opportunities and the job market (including self-employment), employer skills needs and travel to work distances v) Support the development of cultural awareness and language training amongst young people to meet the needs of an increasingly global and international economy. 	<ul style="list-style-type: none"> YEP, Learning City York Learning City/Education Partnership Council and education and training providers Council and education and training providers Council and education and training providers
b) Better connect people to jobs and opportunity	<ul style="list-style-type: none"> i) Provide access to a range of training and skills programmes to support unemployed adults back into work. ii) Develop and target additional activity and support to address worklessness and financial inclusion barriers facing those excluded, most disadvantaged and/or vulnerable iii) Facilitate provision of information, advice and guidance on current and future employment opportunities and programmes to support people back into work iv) Put in place mechanisms to respond to economic shocks (e.g. closures) and to help those made redundant get back into work – Including switching from public to private sector jobs v) Work with the Fairness Commission to ensure that the city provides sufficient opportunity for disadvantaged individuals and communities to access training, advice and job opportunities 	<ul style="list-style-type: none"> Learning City York, other partners Council, Job Centre Plus, Full Prospects (FP), Youth Support Services, third sector, etc National Careers Service, Future Prospects third sector Castlegate, Youth Support Services, etc Council / Learning City part... CYC Learning City York, Higher York Learning City / 14-19 Education Team Higher York, Council UY, YSJ, York College, Ashham Bryan College UY, YSJ, YC, ABC, Council UY, YSJ
c) Expand/enhance apprenticeships, workplace training and Continuous Professional Development (CPD)	<ul style="list-style-type: none"> i) Strengthen access to flexible, high quality local training, workforce development and CPD programmes that address both the existing and emerging skills needs of employers working in York's growth sectors ii) Improve the range of high quality apprenticeship and work placements available across all sectors and increase participation in this provision, particularly by 16-24 yr olds iii) Embed the Higher York "City Skills" model to provide targeted recruitment and training opportunities for local residents that can be levered through capital and inward investment developments in York 	
d) Attract and better leverage the talents of graduates and postgraduates	<ul style="list-style-type: none"> i) Further develop the scale and quality of degree places at York's higher education institutions to meet with market demand ii) Implement measures to improve graduate retention iii) Attract and fully utilise postgraduates, including in innovation, R&D and knowledge transfer activity 	

¹⁶ High level skills defined as NVQ 4 and above.

A competitive business base

The current picture

The city is home to a diverse and dynamic business base, with strengths in a number of industries. When combined with the city's research expertise, businesses in the city are at the leading edge of biosciences, environmental science and creative and digital technologies. In addition, the city has a strong and growing presence in the financial and business services sector, and large number of businesses in tourism, retail and leisure industries. Whilst not as large an employer for the city, the specialist engineering sector in York remains a significant asset and competitive advantage for the city, with companies thriving in a range of sub-sectors from biotechnology to engineering.

Despite these strengths, York has lower than average business start-ups and productivity rates. Business survival rates to one and three years are lower than the national average. More importantly, at a time when the dominant source of global economic growth is beyond UK boundaries, a much lower proportion of York firms are exporting than the national average (only about 7% of York firms export).¹⁷

What we will do

The city will improve business starts through ensuring enterprise education is strengthened through schools, colleges and universities.

We will work with partners to coordinate the business support on offer following the winding up of Business Link. This will



include the development of a single virtual portal for business support information – a web portal for businesses.

The council will seek to improve the way it works with business – including a review of procurement practices and the experience of businesses in working with the council.

The YEP will also work with the business community, research communities and other key partners to strengthen supply chains and productivity in key growth sectors in the city, and specifically:

- biosciences
- IT/digital
- creative and media arts
- financial and professional services
- retail
- tourism and leisure
- specialist engineering.

¹⁷ York Business Survey 2010; National Business Survey 2011 – Leeds City Region.

Specifically we will aim to:

Objectives	Actions	Lead
a) Stimulate a culture of enterprise	i) Ensure that young people receive education which fosters ambitions and develops the skills and qualities needed in York's next generation of entrepreneurs, innovators and business leaders. ii) Better promote graduate enterprise, including encouragement of spin-outs iii) Promote a culture of enterprise across the wider community	Learning City Board, UY, YSJ, York College, Askham Bryan, York schools YSJ, UY York Business Week and others
b) Help new businesses to start and grow through existing ones to a coordinated, private sector-led approach to business support	i) Provide or signpost advice to new and growth businesses through a network of support services across the full spectrum of support needs – from start-up, to access to finance, to knowledge transfer, to export advice ii) Ensure delivery to local priorities of the Business Coaching for Growth Programme iii) Develop a coordinated programme of advice to businesses seeking to access new markets and coordinate support for those seeking to export	YEP, Council, SCY, Chamber, FSB, York Professionals, MAS, private sector SCY YEP, Council, private sector networks, UKTI
c) Ensure a business-friendly council	iv) Facilitate suitable accommodation for business i) Review and improve where possible the relationship between council services and businesses of all sizes and sectors	Lead partner is CYC, private sector YEP, Council
d) Facilitate strengthening of supply chains	i) Map the city's supply chains, and develop the support/infrastructure required for the city's strengths in: • Biosciences (biorenewables and biotechnology) • Creative industries (building on the UNESCO Media Arts City project) • Financial and professional services (linking to Leeds City Region activity) • Tourism/retail/leisure (fostering innovation)	YEP, Council, Chamber, FSB, MAS, SCY, UY YSJ, York Professionals, Visit York

An integrated knowledge base

The current picture

A leading city of education and knowledge, York is home to two universities – York St. John University (YSJ) and the University of York (UY) (which is in the top 100 world universities). Together, YSJ and UY cater for over 20,000 students per annum. The city also benefits from two excellent colleges – York College and Askham Bryan College.

Despite these knowledge assets, the city has a lower than average proportion of employment in knowledge businesses. Also, although many of our most skilled graduates do decide to stay in the city, they frequently find it difficult to find jobs that fully use their high skills. Further, although the city's businesses on average have relatively good links with the universities, there is much more that could be done to ensure that all businesses in the city are able to access and benefit from the available research expertise.

What we will do

The YEP will work with partners in the higher education (HE) and further education (FE) sectors and Science City York (SCY) to develop the city's strengths in the knowledge economy. It will also seek to encourage and find innovative ways to improve access for local businesses to working with further and higher education institutions.

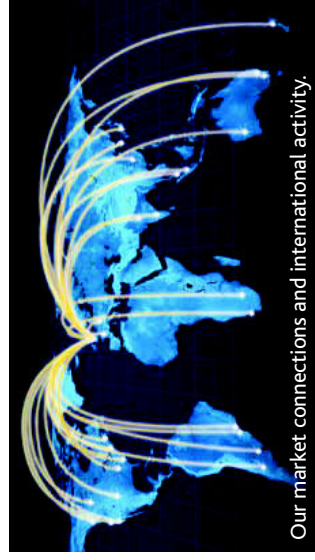
The Universities will work with partners to continue their development and

expansion to meet future higher level skills needs. SCY will also continue to develop its offer to support networks and specialist business support in bioscience, IT and digital and creative industries.

Working together, the YEP will also encourage innovation and creativity across all sectors of the economy through networks and events, as well as through specific initiatives like the National Endowment for Science Technology and the Arts (NESTA) Creative Councils bid for which the City of York Council has been shortlisted.

Specifically we will aim to:

Objectives	Actions	Lead
a) Strengthen links between the business and knowledge bases	i) Improve access for local businesses to local colleges/Universities ii) Enhance and apply low carbon expertise to reduce emissions and aid competitiveness	YEP, UY, YSJ, York College, Askham Bryan College SCY, Council, CO2 Sense
b) Build on and integrate the offer of York's Universities with the wider city economy	i) Facilitate the expansion of the University of York ii) Facilitate expansion of York St. John University and the Phoenix Centre, including in the city centre iii) Promote York's university strengths, including visible presence in the city centre	UY YSJ, SCY YEP, Council and U
c) Continue to expand the Science City York offer	i) Strengthen, implement and promote Science City York offer to local businesses, with focus on bioscience, IT and digital and creative and potentially environmental science sectors. ii) Enable SCY to coordinate high growth business support and knowledge transfer activities	SCY SCY, Council
d) Promote open innovation and utilise creativity across the economy	i) Promote creativity and application of new ideas across all York businesses, building on skills strengths and the creative industries sector ii) Develop innovative approaches to council service delivery, including delivery of the Creative Councils bid	SCY, YSJ SCY, Council



Our market connections and international activity.



We will work with partners to ensure that the environment for sustainable economic and business growth is provided in line with the city's aspirations.

A world-class place

The current picture

Recently voted Britain's most beautiful city (Bing 2011) and one of the world's top 200 places to live (Lonely Planet 2011), the city is an attractive location to live, study and work.

The city centre is a distinctive space and a major attractor for visitors in its own right – seven million visitors a year to the city is testament to the offer of York as a destination. With over 2,000 listed buildings and a conservation sector that is at the top of its field, the city benefits from a unique competitive advantage in its heritage.

A range of premises is available throughout the city centre and beyond, and further major development sites within and around the city centre have already been identified to provide space for the city's growth in future.

However, as the third-fastest growing city in England with great ambition to grow further, the city faces increasing demands on its physical environment and infrastructure. This pressure creates potential challenges not only for accommodating this growth, but for the city's ambitions to lower carbon emissions. Indeed, the recent publication of the mini-Stern Review for York by the Centre for Low Carbon Futures has identified that York has a current energy bill of £312 million - a figure that is set to grow to £425 million by 2022.¹⁸

The city centre has its own constraints as a historic environment and new development sites are still to be brought

forward. The city centre and wider city are not adequately integrated and transport congestion presents challenges to business and residents alike.

What we will do

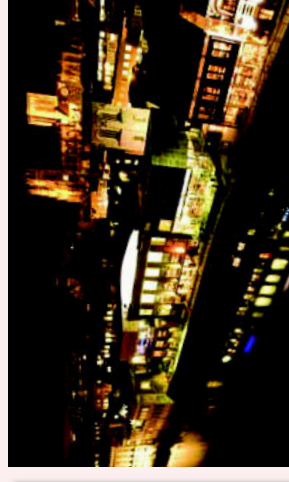
The YEP will work with the council and private sector to ensure that the environment for sustainable economic and business growth is provided in line with the city's aspirations.

The council will have a key role in ensuring that the local planning framework reflects the economic priorities of the city – creating an environment that enables business growth. The YEP will work to build on the unique historic environment of the city, unlocking the potential of existing sites while also bringing forward sites to accommodate this growth.

The YEP and Council will work with the Centre for Low Carbon Futures and partners across the city to address the issues raised by the Mini-Stern review and to identify ways in which the city can not only respond to climate change, but lead the green revolution of the future. This will require working with low carbon industries and the strong environmental sciences research base in the city to develop proposals for more sustainable development and infrastructure.

Specifically we will aim to:

Objectives	Actions	Lead
a) Provide the right environment for businesses and individuals to reach their potential	i) Facilitate development of key development sites including York Central, Terry's, Hungate and Nestlé South ii) Capitalise on Heslington East as well as enhancing the connection to the City and community facilities iii) Identify and develop a range of employment sites to meet the needs of existing businesses and investors, from incubation and start up space to larger spaces, including advancing the Science City York Property Review	Council UY, SCY, Council YEP, Council, SCY, UY, YSP
b) Enhance the city centre and its opportunities as a business location	i) Progress as a priority the city centre investment and action plan to strategically facilitate an ambitious vision of the city centre of the future ii) Progress quality development opportunities, including in the Hungate/Coppergate/Piccadilly area	City Team, Reinwig York Board, Visit York Retail Forum, Council Council
c) Integrate economic priorities with the physical and infrastructure development.	i) Work towards an integrated economic and spatial strategy for the city ii) Identify and facilitate sustainable physical infrastructure to connect the city with international and national markets and efficiently functioning local labour markets, whilst reducing congestion and carbon emissions iii) Ensure the quantity, range and affordability of the city's housing stock supports its economic needs and development iv) Enhance next generation broadband connectivity	Council YEP, Council, LEPS Council Council



¹⁸ Gouldson, A. et. al(2012). A mini-Stern review for York: the economics of low carbon development. Centre for Low Carbon Futures

Coordinated and efficient approach to investment

The current picture

York has an excellent asset base from which to generate and / or attract investment – excellent skills, innovation and R&D assets, and a unique heritage and leisure offer. As an attractive place to live and visit, the city has a brand and profile that is known the world over.

However, despite the attractiveness of the city to visitors and residents, its record of attracting private and public sector investment is below its potential, despite some successes in recent years.

Further, with the potential of business rate relocalisation, tax increment financing and other flexibilities in Government, the city has real opportunities to think "outside the box" to maximise investment in the city.

What we will do

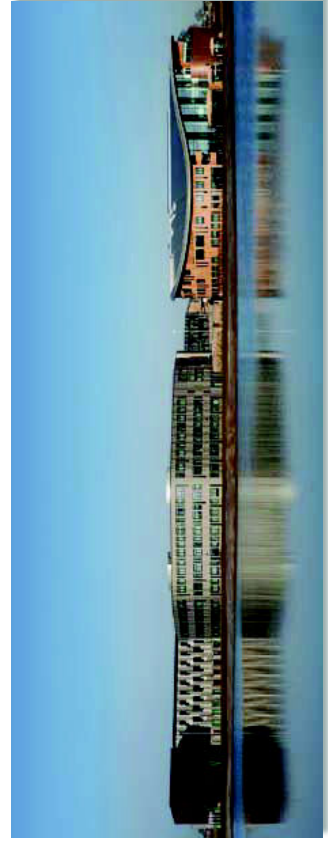
The YEP and partners will work together to attract investment to and retain current investment in the city. Importantly, the Partnership will work to "internationalise" the city – improving the city's access to global markets, working across both public and private sectors.

The YEP will identify clearly the city's "offer" and will set out a plan for more effectively promoting this offer to businesses and individuals to attract more investment and visitors to the city.

The YEP will also work with existing local businesses to support their growth, and will work to attract new businesses to the city.

Specifically we will aim to:

Delivery Area	Actions	Lead
a) Develop a coordinated approach to attracting investment	i) Develop and implement an internationalisation framework to build access to national and international markets	YEP, Council and partners
	ii) Develop an 'international' brand and offer for York to build its profile that is understood and believed by local stakeholders	YEP, Council, Visit York, private sector leads
b) Retain, embed and encourage indigenous investment	i) Develop a more efficient and effective way of communicating with local business, including improved council Key/Account Management and refreshed governance structures	Council, private sector leads
	ii) Explore innovative financing mechanisms	YEP, Council, LEPs
c) Explore innovative financing mechanisms	i) Explore the opportunities associated with innovative financing mechanisms like business rate relocalisation, tax increment financing and apply to investment in key city priorities	YEP, Council, LEPs
	ii) Work through LEPs and other means to maximise funding opportunities to the city	YEP, LEPs
d) Promote the city to and follow up leads to attract inward investors	i) Develop and deliver an inward investment strategy for the city	YEP, Council, UKTI, LEP, private sector leads, Universities, Colleges and partners
	ii) Deliver seamless support and service to potential investors	YEP, LEPs
	iii) Maximise value from inward investment by connecting firms to local skills and supply chains, and local people to job opportunities	YEP, Council, Learning City Board, private sector recruitment agencies



Deliverables

The city will deliver the following:

What to expect...

- A coordinated offer of skills training for city residents
- A coordinated offer of business support, including a streamlined business portal and mentoring matching service
- Designation as a UNESCO City of Media Arts
- An annual business conference
- An International Trade Fair and Leeds City Region Summit in 2012
- Improvements to the council's relationship with business
- A strategic approach to coordinating marketing the city to national and international markets
- A refreshed York Economic Partnership and Business Forum to ensure effective engagement

By Nov 2015

The city will have achieved the following outcomes:

- be recognised as an international and enterprising city
- made positive progress toward our goal of ranking in the top 5 of UK city economies and
- top 10 of European cities of similar size
- 1000 new jobs a year
- 75 new businesses starting each year
- 70% of businesses surviving three years
- 15% of businesses in the city exporting

Who will deliver it

The strategy has been developed, and progress against its objectives will be monitored, by the YEP. However, partners from across the city – whether formally constituted or informal networks – will be crucial to delivery of the objectives and actions identified.

The City of York Council will manage the strategy on behalf of the YEP.

These objectives will be monitored on a bi-monthly basis and the objectives and strategy on a yearly basis by the YEP.

Monitoring success

We will measure success in achieving the strategy using:

- Statistical indicators to assess progress towards the Vision and Objectives.
- Tracking delivery of actions in a transparent manner against a published delivery plan that is updated quarterly.
- Regular engagement with partners and the wider community and business base on progress toward our ambitions, principally through the York Economic Partnership and York Business Forum, with a formal review of the Strategy on an annual basis.



The strategy will be overseen by the York Economic Partnership (YEP) – a private-public partnership of representatives from across sectors.

Headline indicators

Achievement of the ambition – to become **'a top 5 UK city economy that delivers for business, people and the environment'** will be measured by comparison within a group of 36 English cities with population of 100,000 or more through the Huggins Competitiveness Index¹⁹. York currently ranks 9th out of 36 UK cities. Performance will be measured on a combination of five elements:

- Per capita **GVA growth** – a measure of overall economic scale, output and activity (York is currently ranked 23rd of 36 UK cities)
- **Business Stock** per 1,000 people – a measure of enterprise and economic diversity (York is currently ranked 12th of 36 UK cities)
- % of workforce with **higher level skills** (NVQ4+) –

Performance Indicators

The table below sets out more detailed indicators for each of the five ambitions.

1. A flexible and relevant workforce	2. A competitive business base	3. An integrated knowledge base	4. A world-class place	5. A coordinated and efficient approach to attracting and retaining investment
<ul style="list-style-type: none"> • 1000 new jobs • Increase in employment rate • Decrease % residents with no qualifications and low level literacy, numeracy and IT • Increase % residents with NVQ 4 	<ul style="list-style-type: none"> • Increase in business start ups – 75 per year by 2015 • Increase in proportion of firms exporting – 15% by 2015 • Increase in new businesses investing • Increase in business growth and survival rates 	<ul style="list-style-type: none"> • Increase in Knowledge intensive businesses • Increase % workforce employed in knowledge intensive businesses 	<ul style="list-style-type: none"> • Increase in available business/office and housing supply – quality and quantity • Increase visitor/resident/business satisfaction with city centre 	<ul style="list-style-type: none"> • Increase in inward investment leads • Increase in inward investment projects • Increase in funds attracted to support strategic projects • Perceptions of the city as a visitor/business destination

¹⁹Coverage is based on those cities included in the Huggins Competitiveness Index with City status, relevant data sets and populations of at least 100,000. The City of London (and Westminster) is excluded.

Measures will be compared against previous trend data in York and to comparators (other cities, and European/national/LEP benchmarks).

Your chance to have your say

We want to hear your views and ideas on how we can do more to achieve our ambitions.

You can have your say by contacting us in the following ways:

By email:

Please let us know your views at the following email address economic.strategy@york.gov.uk. If you do not have access to a computer or the internet, the following alternative methods of providing feedback are available:

By post:

York Economic Partnership, c/o Economic Development Unit.
9 St. Leonards Place, York YO1 7ET.

By attending the York Business Forum:

Register your interest in coming along to the next York Business Forum event by contacting York Professionals who manage the Forum on behalf of the city. You can register your interest at admin@york-professionals.co.uk.

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WITHOUT WALLS <i>building a future for york</i>		York Economic Partnership Dashboard				Latest	Trend	
Employment and Unemployment		2009	2010	2011	2012			
Total in Employment (BRES)		108,100	105,400	105,900	103,300		↓	
Total Employee Jobs (BRES)		103,800	102,300	102,500	100,300		↓	
		Jul 09-Jun 10	Jul 10-Jun 11	Jul 11-Jun 12	Jul 12-Jun 13		Trend	
York's unemployment rate below the national		1.30%	1.40%	1.80%	2.30%		↑	
% of Full-time employees		72.7%	72.6%	67.5%	67.7%		↑	
% of Part time employees		27.2%	27.4%	32.5%	32.1%		↓	
		Nov-10	Nov-11	Nov-12	Nov-13		Trend	
JSA Claimants % of Working Age Population (16-64)		2.50%	2.50%	2.20%	1.60%		↓	
JSA Claimants: 18 to 24 % of Working Age Population		3.30%	3.50%	2.60%	1.70%		↓	
JSA Claimants: 16 to 64 Over one year % of Working Age Population		0.50%	0.50%	0.50%	0.40%		↓	
		May-10	May-11	May-12	May-13		Trend	
Total Benefit Claimants (Working Age 16-64)		12,350	11,900	11,800	11,000		↓	
Lone Parents (Working Age 16-64)		1,310	1,160	1,060	920		↓	
		Jan-Dec 2010	Jan-Dec 2010	Jan-Dec 2011	Jan-Dec 2012		Trend	
Workless Households % of all Households (APS)		16.80%	16.80%	14.90%	13.20%		↓	
Children under 16 in Workless Households (APS) (Potentially unreliable due to sample size)		16.80%	9.60%	10.10%	6.10%		↓	
		2007	2008	2009	2010		Trend	
Proportion of Children in Child Poverty (HMRC)		13.70%	12.80%	13.30%	12.90%		↓	
Place		Dec-10	Dec-11	Dec-12	Dec-13		Trend	
Number and % of vacant city centre shops (Business Rates)	#N/A	48	37	39			↑	
	#N/A	7.10%	5.50%	5.80%				
Footfall Moving Average (2013)	May	June	July	August	September	October	November	Trend
York	-4.7	-5.8	-4.9	-4.7	-3.9	-4.7	-5.8	↓
UK Towns and Cities	-1.8	-1.2	-0.4	-0.4	-0.6	-0.7	-1.1	↓
Difference between York and UK Towns and	-2.9	-4.6	-4.5	-4.3	-3.3	-4	-4.7	↑
Property Enquiries - reporting period (July to September 2013)								
<small>Enquiries captured through CVC Economic Development Unit</small>								
Market research	Indigenous investors	Inward investing (UK)	Inward Investing (foreign)	TOTAL			↑	
6	50	19	3	78			Up from 64 same period last year	

Business	Latest				Trend
	2010	2011	2012	2013	Trend
Total Businesses (Local Units - ONS)	7,980	7,870	8,010	8,135	↑
	2009	2010	2011	2012	Trend
Business Births	570	665	655	720	↑
Business Deaths	630	630	605	640	↑
GVA per head (ONS)	21,128	20,846	21,092	21,526	↑
Total GVA (ONS)	£4.06 billion	£4.07 billion	£4.17 billion	£4.30 billion	↑
	October	October	October	October	Trend
	2010	2011	2012	2013	
Business Start - ups (bank data)	1,289	1,406	1,289	1,093	↓
Pay & Skills					
	2010	2011	2012	2013	Trend
Average earnings of residents - Gross Weekly Pay	£481.70	£492.30	£523.10	£523.00	—
(% difference York & GB)	-4.2%	-2.2%	2.8%	0.9%	↓
Earnings gap between the 25 percentile and the median (York)	£131.50	£138.30	£168.50	£162.60	↓
% of working age	Jan 09-Dec 09	Jan 10-Dec 10	Jan 11-Dec 11	Jan 12-Dec 12	Trend
No qualifications	8.00%	7.20%	6.80%	6.40%	↓
to at least L2 and above*	77.80%	77.70%	77.10%	79.80%	↑
to at least L3 and above*	64.00%	64.90%	60.60%	65.60%	↑
to at least L4 and above*	40.80%	40.00%	40.80%	41.30%	↑
	2009	2010	2011	2012	Trend
NEET: % of young people not in education, employment or training	4.30%	3.70%	5.60%	4.90%	↓
Footfall - First half of December					
Total Footfall December 1st to December 15th each year - Parliament Street Camera					
Total Footfall	418202	440407	472350		↑
Up by 7.3% over same period last year					
<ul style="list-style-type: none"> ↑ Positive performance from last data release ↓ Negative Performance from last data release — Stable or very little change from last data release 					

Centre for Cities Outlook 2012 compared to 2013

Indicator (2013)	2012 (Rank out of 64)	2013 (Rank out of 64)	Places Changed	Trend
Claimant count change, from Feb 2008	2	2	0	—
No formal qualifications, 2011	6	3	-3	↑
Change in real wages	22	4	-18	↑
Youth ClaimantCount, Nov 12	3	4	1	—
JSA Claimant count, Nov 12	6	5	-1	↑
Employment 2012	20	6	-14	↑
Long Term claimant count, Nov, 2012	13	7	-6	↑
High Level Qualifications, 2011	7	7	0	—
Knowledge Intensive service jobs, 2011	17	13	-4	↑
Average Housing Price, 2011	14	13	-1	↑
Private Sector jobs Change 2010-2011	31	14	-17	↑
Average weekly wages, 2012	20	14	-6	↑
CO2 emissions per capita (t), 2010	14	16	2	—
Affordability ratio, 2011	13	17	4	↓
Business Stock per 10,000 pop, 2011	23	20	-3	↑
Private to Public Sector ratio, 2011	37	27	-10	↑
Business Start-ups per 10,000 pop, 2011	24	32	8	↓
Public Service Jobs, 2011	31	37	6	↓
Housing stock change, 2010-2011	30	54	24	↓
Patents per 100,000 pop, 2011	43	56	13	↓
Manufacturing Jobs, 2011	54	59	5	↓
5 A* - C GCSEs, inc. Maths & English, 2011	N/A	5	New Indicator	N/A
Foreign owned businesses, 2010	N/A	39	New Indicator	N/A
Postcodes with Superfast Broadband 2012	N/A	54	New Indicator	N/A

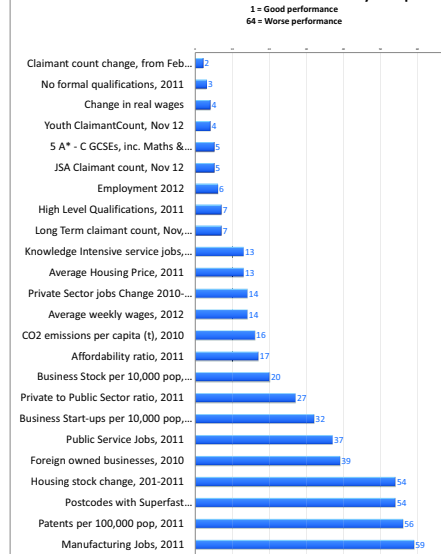
Centre for Cities Outliers

Indicator	Rank
Claimant Count Change	Top 5%
No formal Qualifications	Top 5%
Change in real Wages	Top 10%
Youth Claimant Count	Top 10%
5 A* - C GCSEs, Maths and English	Top 10%
JSA Claimant Count	Top 10%
Employment	Top 10%
High Level Qualifications	Top 20%
Long Term claimant count	Top 20%
Foreign owned businesses	Bottom 40%
Housing stock change,	Bottom 20%
Postcodes with Superfast Broadband	Bottom 20%
Patents per 100,000 pop	Bottom 15%
Manufacturing Jobs	Bottom 10%

Top Five Economy - Basket of Indicators

Indicator	Rank July 2013	Rank April 2013	Rank January 2013	Previous Rank
Employment rate Apr 2012 – March 2013 (%)	8	2	6	20
Working age population with qualification at NVQ4+ (%) 2012	7	7	7	7
Total CO ₂ emissions per capita (t) 2009	12	12	12	14
Business stock 2010 per 10,000 population	20	20	20	23
GVA 2009 £ per capita	26	26	26	26
Overall Rank	5	4	6	13

Centre for Cities Outlook 2013 - City Comparator



Scoping paper on support for online business / ecommerce skills

Proposed by Cllr Anna Semlyen

Background

From recent Office for National Statistics (ONS) data, evidence suggests that more than half of all UK enterprises are now run from the owner's house. There are 2.5m such businesses operating across the UK.

Obviously, the online market place is relevant to all businesses, and increasingly the traditional high street retail sector is having to explore a multi-channel approach to reaching its markets. The "click and collect" model is increasingly used by the major chain retailers, but independents may not have access to the technology or skills to take advantage of this new way of earning custom.

This area of concern – i.e. the need to bring retail and traditional city centre businesses to using the most of the 21st century technologies and telecommunications – is an agenda that has been raised by the City Team York.

In addition, there is feedback from the local business networks that the pace of technological change and the development of social media outlets for customer engagement is outstripping the pace at which particularly independent or smaller companies can adapt. Such new areas of concern include:

- Cloud and data sharing – how we use this to make business more effective and efficient;
- Open source;
- Social media;
- meta pages and QR code implementation;
- online payment systems;
- mobile and tablet compatible sites; and
- the use of embedded into sites business videos.

Increasingly, then, the need for e-commerce and online skills are critical to start up and continued business success/growth.

Scope

The Committee could consider the topic from a number of angles, including the following:

- The potential start up entrepreneur – as a potential first route to market, where the cost of premises (i.e. shop, office or warehouse) can be prohibitive in the early development of the business
- The existing business facing a need to reach markets in multiple ways, whether B2C businesses (businesses selling products or services to consumers directly) or B2B businesses (businesses selling products or services to other businesses)

The scope of the work could explore the following objectives:

- Review and confirmation of skills provision relating to online commerce and business management
- Consultation with the business community across the spectrum of sectors and ages of business on barriers to use of online channels to market
- Explore particularly the use of exploring new online methods of reaching customers
- Development of recommendations for actions



**Economic & City Development Overview and
Scrutiny Committee****28th January 2014**

Report of the Director of City & Environmental Services

An Update Report on the Lendal Bridge Trial**Summary**

1. This report provides Members of the Economic & City Development Overview and Scrutiny Committee with an overview and update in relation to the Lendal Bridge traffic trial being undertaken between 27th August 2013 and 26th February 2014.

Background

2. Approval to proceed with a six month trial was agreed at Cabinet on 7th May 2013. The main objectives of the trial are to: reduce congestion in the city centre and on the route between the Station and Bootham in particular, and to create a bus corridor that provides improvements in bus reliability and journey times, thus encouraging greater use of public transport. Longer term the objective is to support the economy by creating a more attractive environment for pedestrians and cyclists and increase footfall in the city centre.
3. The trial commenced on 27th August 2013 and the restriction operates between 10:30 and 5:00pm seven days a week. Buses, taxis, cyclists, pedestrians and emergency vehicles are permitted to cross the bridge during this period as well as a number of other vehicles specifically exempted within the Traffic Order.
4. Advance warning and information was provided in the form of Press (York Press and Yorkshire Post) and radio adverts, business information sessions, three city centre consultation events, creation of new pages on the Council website, information released to accommodation providers through Visit York and a citywide leaflet drop to all residents.

The restriction is enforced by Automatic Number Plate Recognition (ANPR) cameras situated at the Rougier St/Lendal Bridge junction. There are a number of regulatory signs in place immediately adjacent to the restriction that make the trial enforceable.

5. A grace period on the enforcement was agreed until 4th September 2013.
6. A monitoring regime has been set up and a number of datasets are published on the council website each month and can be found at www.york.gov.uk/citycentreimprovements . The review of the data is being conducted by the Institute of Transport Studies (ITS) at Leeds University. A three month interim report is due to be considered at the end of January 2014. An online and paper feedback form (in all libraries and West Offices) is available for residents and visitors to provide feedback. A separate online form has been set up for businesses.

Progress to date

Data

7. Initial assessment of the data demonstrates that overall the traffic network has responded well to the restriction. There have been significant reductions in traffic volumes and improvements to traffic flow in a number of key areas of the highway network. In particular Bootham, Gillygate, Clarence Street, Lord Mayors Walk, St Leonard's Place, Museum Street, Lendal Arch and the Station frontage have seen improvements. This has decongested these areas improving this important bus, taxi, pedestrian and cycling city centre corridor.
8. Elsewhere in the city the radials and the outer ring road have remained fundamentally unaffected by the restriction in that flows (and levels of delay) remaining similar to pre-trial (evidenced by traffic counts and P&R travel times). There have however been comments made about significant additional traffic occurring at specific locations. These have been investigated; some occurrences have been as a result of specific instances e.g. localised flooding on Bishopthorpe Road, others reporting increases in traffic have not been confirmed by the data e.g. Burdyke Road and Leeman Road.

Monitoring continues to pay close attention to the network as a whole and specific reports of congestion and delay.

9. The inner ring road between Fishergate, Walmgate Bar and Layerthorpe Bridge has, as was predicted, seen increases in traffic volumes and consequential increases in the level of congestion. Spot surveys show that this is adding an extra five or ten minutes to travel times in this area of the city. These spot surveys were undertaken in the morning only and will need to be supported by the Trafficmaster data due to be received in late January which will provide a clearer indication of journey times across the city.
10. Water End has also seen an increase in traffic volume, again as predicted by the traffic model. Increases in travel time for motorists using this route have been increased in particular during the late afternoon (school run) by several minutes but at other times of day Water End and Clifton Green appear to be coping reasonably well with the additional traffic.
11. The base line data provided at the start of the trial has been updated to reflect the recent figures for traffic volumes and flows on the bridges and selected main routes and Park&Ride journey times. Monthly updates are available on the website at www.york.gov.uk/citycentreimprovements. The first three months updates are included as appendix A.
12. The traffic count data collected so far shows that the flows during the restricted period are broadly the same as flows in September 2012 and October and give no indication that people are avoiding coming to York. Park and Ride patronage for Sept and Oct 2013 are both up on the same period last year. Both these indicators suggest that people are not avoiding York and that York remains very much open for business.
13. The Park & Ride data shows journey time savings are possible for buses (although the savings are not necessarily currently being realised as time saved on sections of the route is lost having to wait at other locations to maintain headway). As a proxy for traffic the data provides a good indication that generally the network is responding well to the restriction.

14. Specific service routes have also been provisionally analysed (routes 1 and 6, chosen as high frequency routes using the bridge) this shows that some significant journey time savings are possible (timetable alterations required to realise benefits).
15. The general network seems to be reacting well to the restriction, although it continues to be monitored closely by operators in the council's Traffic Control Centre. Signal timings have been adjusted city wide to optimise the timings to help the flow of traffic and in response to any incidents on the network.
16. The results from the traffic flow data and journey time data are positive at this stage. Just over halfway through the trial significant improvements in some areas have been identified and there are no signs of gridlock. Importantly the bus services that do not use the bridge are not being affected by the re-routing traffic. It remains important to remember that traffic flows are going to be higher now than at the start of the trial as a result of schools returning, Christmas build up etc.
17. Detailed analysis of traffic data and individual bus routes is being undertaken as part of the three month review report currently being developed.

Penalty Charge Notices (PCNs)

18. The number of PCNs being issued has remained at a relatively constant level, rather than reduce and plateau as predicted. This is in the main due to the number of visitors to the city. Residents appear to be aware of the trial and the split between YO postcodes and others is approximately 80/20. Monthly data is published on the website at the address in paragraph 6 and 11 and the first three months data is provided in Appendix B.
19. Out of the total number of PCNs issued some will be successful at appeal which can take up to three weeks, so the actual numbers of viable PCNs will be lower than shown in the appendix.

Signing and information

20. Signing is comprehensive and legally compliant in line with the Department of Transport regulations.

The regulatory signs that make enforcement possible are immediately adjacent to the restriction. Additional advanced directional signs have been installed along Bootham, St Leonard's Place, Museum St and Station Avenue. Yellow AA information signs advising that Lendal Bridge is restricted have been in place since the beginning of the trial and cover the main radial routes into the city out to the Outer Ring Road. These signs are to advise drivers that there are some changes in the city and they need to be alert.

21. To further assist visiting drivers, Visit York sent out information to all their members to help them advise their customers of the restrictions over Lendal Bridge. There is some evidence to suggest that some accommodation providers are not always advising their customers ahead of their visit and further discussions have recently taken place with Visit York. In addition the Council has also provided appropriate wording/directional information to accommodation providers via the Hotel Association. The council has also launched a new online journey planner (available at www.itravelyork.info) that will present tailored transport options for journeys in and around York.
22. The SATNAV companies have advised us that their mapping is not currently able to incorporate the restrictions because it is not a permanent scheme. Google Maps which is used as the base for many smart-phones (iPhone/Android), along with tablet based SATNAV apps/route finders has fully taken on board the Lendal Bridge restriction. The journey planning site www.transportdirect.info has also fully taken on board the restriction. TomTom has added it to their 'live map' information and the Council is still in discussion with them and NavTeq (providers to Garmin) about updating their maps.
23. Although the inability of the SatNav companies to take on board the restriction has been disappointing SatNavs are only advisory, and the statutory road signs are what motorists should legally be paying attention to when driving.

Alterations to the trial

24. The number of PCNs being issued remains a concern, especially as it appears to be drivers who are unfamiliar with the city.

The Cabinet Member for Transport requested that the signing was reviewed and improved and a number of steps have been taken/are planned to try and raise awareness of the restriction and its location.

25. Firstly the regulatory signs on the bridge have been increased in size and placed on yellow backing board to make them more obvious and visible. The detail of the signs remains unaltered.
26. Secondly some yellow AA directional lane signs have been placed on the bridge approach from the station to alert drivers that the bus lane and left turn over the bridge is for buses and taxis only.
27. Thirdly, a variable messaging sign has been placed at the junction of Station Rise/Station Avenue advising:
Lendal Bridge, ← closed, 10:30am – 5pm
28. Fourthly, following feedback larger advanced directional signs along the routes leading to Lendal Bridge to be installed in January to make them more visible and clearly identify the location of Lendal Bridge and the route for all traffic; recognising the comments that have been received so far and the environment in which they are located. The sign that is currently located at the Bootham/Gillygate junction facing traffic approaching from Gillygate will be relocated onto Gillygate but requires a cantilever arm to be fabricated due to the lack of space available.

Monitoring and evaluation

29. Whilst CYC are downloading and collating the data in relation to the trial and have provided the monthly updates on the council website, the evaluation of the trial data is being undertaken by ITS. An interim three month report is currently being prepared and a full trial report will be prepared for early April. The full trial report will be considered by Cabinet and a decision on whether to continue the trial, remove it or confirm the Traffic Order will be made.

Consultation

30. Not applicable as this item is for information only

Options

31. Not applicable as this item is for information only

Council Priorities

32. These transport initiatives accord with the Council’s priorities relating in particular to Get York Moving, Building Strong Communities and Create Jobs & grow the economy.

Implications

33. There are no financial, human resources, crime and disorder, information technology, property or other implications directly associated with this information only report.

Risk management

34. Not applicable as this is an item for information only.

Recommendations

35. That the Committee note the present position in relation to the progress of the trial.

Reason: In order to keep them updated on the progress of the trial.

Author:

Ruth Stephenson
Major Transport Projects
Manager
Tel: 551372

Chief Officer Responsible for the report:

Frances Adams
Interim Assistant Director Highways,
Transport & Waste

Report **Date** 08.01.14
Approved

For further information please contact the author of the report

Wards affected – ALL

Annexes

Annex A – Month One Data Release

Annex B – How are the Penalty Charge Notices (PCNs) issued

Annex C - Abbreviations

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Lendal Bridge Trial

– Month One (September 2013) Data Release

Foreword:

The Lendal Bridge trial is a bold experiment to tackle city centre congestion, a problem which continues to impact on residents, businesses and visitors. The aim of the trial is to reduce the volume of traffic in the corridor between the rail station and St Leonard's place, enabling improvements to bus services, creating a more pleasant environment for pedestrians and cyclists, thereby attracting people into the city. In the longer term this will underpin the city centre commercial and retail economies. The assessment of the success, or otherwise, of the trial will be based on the evaluation of a wide range of data

Evaluation:

The Council (CYC) has appointed ITS to undertake independent evaluation of the Lendal Bridge trial. The success, or otherwise, of the trial is based on a number of Evaluation Criteria, broadly based on CYC's five priorities to: Create jobs and grow the economy, Get York moving, Build strong communities, Protect vulnerable people, and Protect the environment.

The lead indicators are those where it might be expected to see a change (either positive or negative) during the trial period. Please note that not all of the evaluation data this is available at this early stage of the trial.

Summary of Observations:

- Overall the traffic network has responded well to the restriction, with preliminary results from automatic counters indicating decreases in traffic volumes on some key routes against increases on others.
- Preliminary results from automatic traffic counters indicate increases in traffic on Foss Islands Road and Clifton Bridge, with Leeman Road and the A1237 experiencing a small decrease in traffic volumes.

- Water End has had some localised queuing between Clifton Green and Salisbury Road in the early evening peak and the signals have been altered to assist traffic flow. These sites are key junctions that will continue to be monitored closely.
- Traffic has been flowing freely in front of the station and generally on Leeman Road, although localised queuing has been reported and is being investigated by the council assisted by the bus operators using this route (although traffic volume has actually fallen).
- Foss Islands Road is busier during the day and at Walmgate Bar some extra queuing has been experienced on the Lawrence Street approach and this is being monitored and signal timings may require further fine tuning.
- Fishergate has experienced some queuing in the early evening peak partly from outbound on Fulford Road but also stemming back from Walmgate Bar. The network operators are closely monitoring this area to see if any changes can be made to ease this existing problem.
- Micklegate Bar looks to have improved slightly on the Queen Street approach but there is more queuing on the right turn from Blossom Street to Nunnery Lane.
- Elsewhere on the network the levels of congestion appear to be fundamentally unaffected by the restriction and are inline with traffic volume expectations during school term time.
- Traffic conditions across the network have been actively monitored by operators in the Council Traffic Control Centre. Signal timings have been adjusted at:
 - Bootham/Gillygate
 - Clarence Street/Lord Mayors Walk
 - Rougier Street/Lendal Bridge
 - Walmgate Bar
 - Layerthorpe Bridge
 - Water End/Salisbury Road
 - Clifton Green
- Further adjustments will continue be made to signals city wide to optimise the timings to help the flow of traffic and in response to any incidents on the network.
- The schools went back in September and therefore we would have expected residents and visitors to experience an increase from the August traffic flows.
- Note that in any location there are always day to day variations in traffic flows. Whilst overall traffic levels on the radial routes into the city have remained constant, specific incidents and events such as the Sky Ride on 14th September and localised flooding as a result of heavy rain, can have an impact on congestion and queuing at particular locations which is not as a direct result of the Lendal Bridge restriction.

AUTOMATIC TRAFFIC COUNT DATA

The network of Automatic Traffic Counters (ATCs) has been chosen to monitor where the traffic redistributes on the network.

Clifton Bridge and Foss Islands Road are highlighted below as these are the two routes onto which most of the traffic were expected to redistribute.

Preliminary results from automatic counter sites, showing two-way vehicle flow per hour between:

	Average all 2012	September 2012	September 2013***
A1237 Bridge	2243	2264	2249 (-15)
Clifton Bridge	1247	1233	1395 (+162)
Foss Island Road	1517	1468	1654 (+186)
Leeman Road	N/A	619*	590 (-29)
Tadcaster Road	1115	1048	1061(+13)
A19 Fulford Road	1353	1347	1357 (+10)
A1079 Hull Road	1074	1069	1066 (-3)
A59 Boroughbridge Road	1090	1071	1036 (-5)
A19 Shipton Road	823	819	845(+26)
Malton Road	1067	1055	1029(-26)

*Data shown refers to between the hours of 11:00- 17:00, on schooldays only

**Leeman Road count is from July 2013 – (counter installed for monitoring of the trial)

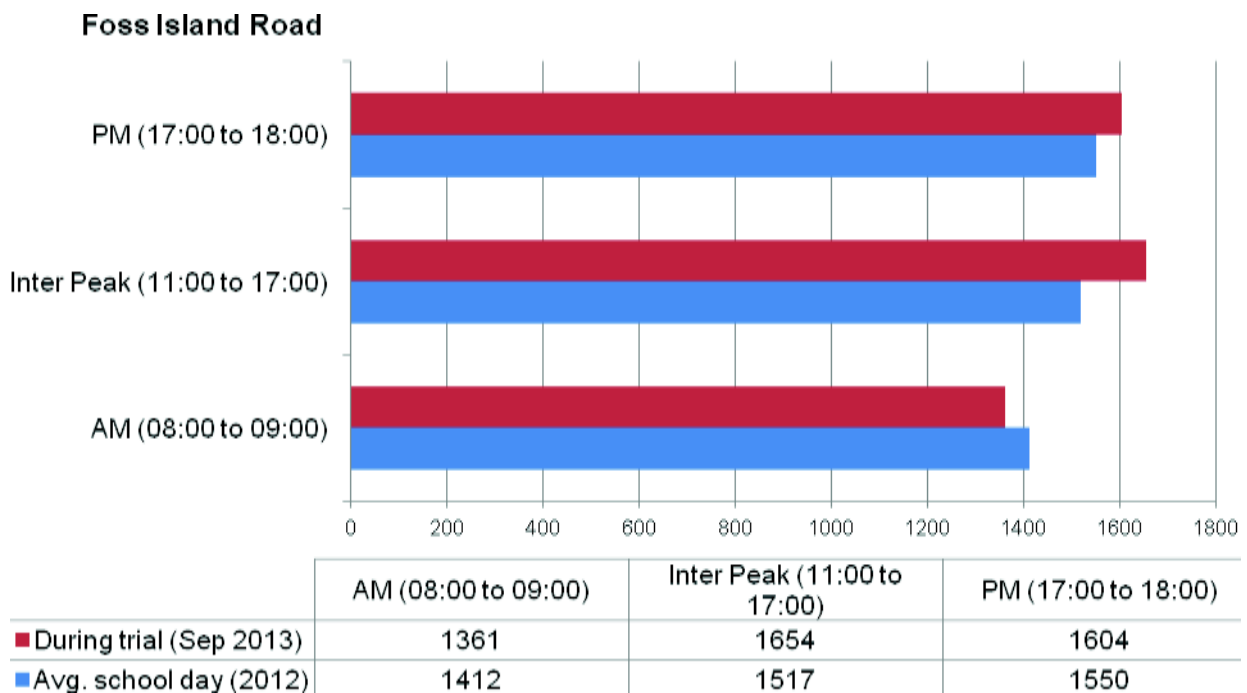
***Figures in (brackets) are change from pre-trial count average for that month

Commentary:

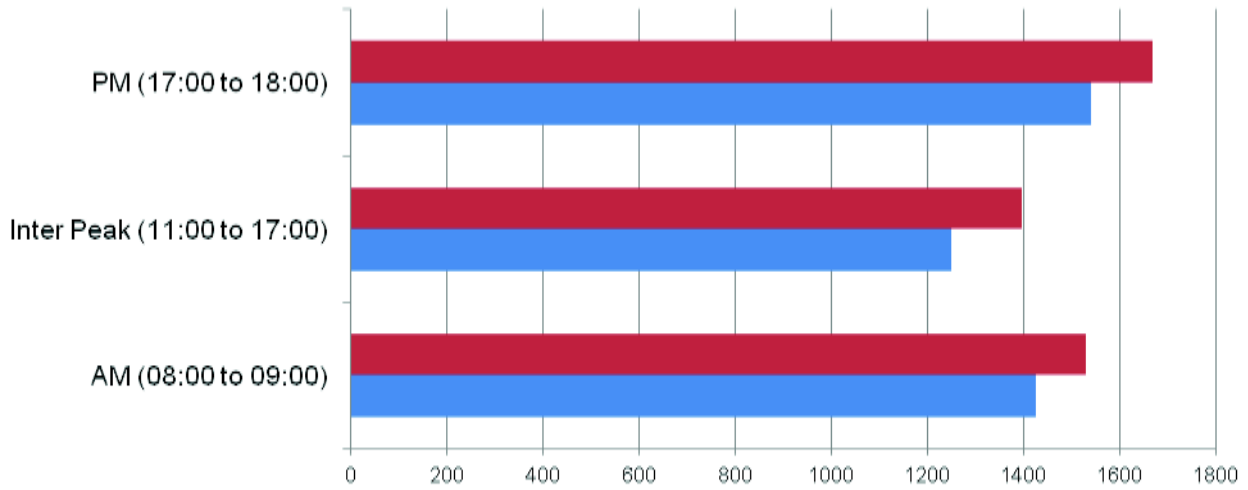
- During the first month of the trial, traffic that once used Lendal Bridge has, as might be expected, switched to using Skeldergate Bridge / Foss Islands Road and Clifton Bridge / Water End
- Traffic flow on Leeman Road is showing a reduction from the pre-closure levels.
- The Outer Ring Road (A1237) has shown little change in traffic volumes at present
- The radials are also showing little flow change – this indicates that significant numbers of people do not appear to be avoiding travel to York and that no significant volumes of traffic have been displaced onto the Outer Ring Road nor the A64
- It is early days with traffic patterns likely to still be in flux and traffic levels will no doubt continue to change as the trial progresses

Please note: More comprehensive data will be available from the count surveys due to be carried out in October.

Graph: Hourly traffic counts



Water End Clifton Bridge



	AM (08:00 to 09:00)	Inter Peak (11:00 to 17:00)	PM (17:00 to 18:00)
■ During trial (Sep 2013)	1529	1395	1666
■ Avg. school day (2012)	1424	1247	1539

PARK & RIDE

Given the high frequency and broad coverage of Park & Ride services, this data is collected and reported on as it represents a reliable proxy for general traffic flows around the city on a day-to-day basis.

However, because many routes do not travel through the city centre they will not benefit from (or report on) the full savings in travel times as experienced on bus routes passing both ways over the Lendal Bridge corridor.

Summary results from Park & Ride tracking against baseline journey times from the same month a year ago are as follows:

Park and Ride travel times average journey times 10:30 to 17:30 baseline September 2012:	September 2012	September 2013
To City:		
Service 2 – Rawcliffe Bar to Museum Street	20 mins	18 mins
Service 3 – Askham Bar to Micklegate	13 mins	13 mins
Service 7 – Designer Outlet to Clifford Street	17 mins	17 mins
Service 8 – Grimston Bar to Piccadilly **	18 mins	18 mins
Service 9 – Monks Cross to Stonebow **	9 mins	10 mins
From City:		
Service 2 – Museum Street to Rawcliffe Bar	9 mins	8 mins
Service 3 – Micklegate to Askham Bar	17 mins	19 mins
Service 7 – Clifford Street to Designer Outlet	26 mins	26 mins
Service 8 – Piccadilly to Grimston Bar **	8 mins	6 mins
Service 9 – Pavement to Monks Cross **	10 mins	10 mins

**Note times include boarding and timing point times as well as vehicle run times*

*** Data only available from first two weeks of September due to ongoing utility works on Pavement*

Commentary:

- **Rawcliffe Bar (Service 2)** is showing an improvement both inbound and outbound, with no evidence of delays from the extra traffic on Water End
- **Askham Bar (Service 3)** is unchanged inbound and shows an extra 2 minutes to the outbound journey. With no new traffic reported on Tadcaster Road, the increase is unlikely to be related to the new traffic restrictions on Lendal Bridge and more to do with the ongoing works at Askham Bar. More investigations are needed.
- **Designer Outlet (Service 7)** is unchanged, indicating that Fulford Road and Tower Street roundabout are not impacting buses
- **Grimston Bar (Service 8)** is unchanged inbound but is showing a 2-minute improvement outbound
- **Monks Cross (Service 9)** is showing a slight increase in its inbound journey time – this seems due to increases in traffic at Layerthorpe Bridge on the Foss Bank approach

Bus Punctuality and Reliability:

Back data relating to bus punctuality and reliability from operators will be published as this becomes available.

In September, Will Pearson, Business Manager for First in York told the media: “...since [the Lendal Bridge trial] started we have seen improvements in terms of bus punctuality and reliability.”

OTHER DATA

Other data expected to be available and published in October’s update:

- **Bus punctuality and reliability.** Sourced from Bus Operator Reports (Vix Acis).
- **Bridge count data.** Bridge count data is undertaken on an annual basis in September/October and as a multi-modal count will provide a good indication of any changes in traffic, pedestrian and cycle flows at that particular time on all the bridges in York.

Please note: Data will continue to be collected throughout the 6-month trial and evaluated periodically. ITS will provide an interim report after three months and this interim report will be published on the council website as soon as it is available. ITS will also undertake a full report after six months and this report will also be publically available. It may however take a couple of months to complete the assessment and the report. Officers will be monitoring the highway network on a continual basis.

ONGOING SURVEYS

- ITS have undertaken an initial series of surveys to gauge public perception to the public realm and public transport services as a result of the bridge restrictions. These were undertaken between 15th and 20th August to obtain the 'before' trial data. Follow up surveys are planned during October half term.
- A separate business-focused survey will seek to gauge the impact of the trial on businesses.
- A more detailed survey form will be available shortly for further public feedback regarding the impacts of the trial.
- Insight gathered at Public Consultations in August showed approximately 60% (of 73 written responses) thought the bridge trial would impact them negatively and 34% thought the bridge trial would impact on them beneficially. The same questions asked at the September event has shown a significant shift indicating approximately 34% (of 36 written responses) that thought the bridge trial would impact them negatively and 50% that thought the bridge trial would impact on them beneficially.
- A final consultation event is due to be held on Saturday 5th October.

ADDITIONAL INFORMATION

- As a result of public feedback to date we have considered the provision of further signage to advise drivers of the restrictions and additional AA advisory signs with more specific detail are to be installed around the inner ring road and in the immediate vicinity of the bridge from early October. A map showing the location of all the signage can be viewed at: <http://www.york.gov.uk/citycentreimprovements>
- A number of popular travel planning websites are now offering alternative routes that do not cross Lendal Bridge, including iTravel, Transport Direct, and Google Maps. Many phone-based mapping apps use this data.

- SATNAV companies are currently unable to make changes to their mapping because the restriction is not permanent. We are continuing to liaise with these companies to provide warnings to drivers.
- Visit York recently advised all their Members to use their booking confirmations and websites to advise their customers to the restrictions

ABOUT THE EVALUATION CRITERIA

- The success, or otherwise, of the trial is based on a number of Evaluation Criteria. These include a number of lead indicators that will form the primary basis for determining success and a number of contextual indicators that provide a range of data and information on supporting indicators.
- The lead indicators are those where it might be expected to see a change (either positive or negative) during the trial period, for example traffic flow and journey time data. The contextual data includes areas where it is important to understand if there are any changes but they may not be statistically significant due to the short period of time the data is collected over, for example footfall and accidents.
- The lead indicators are based on the changes in the following areas in relation to changes in traffic distribution on the network:
 - Can the network operate
 - Could the network operate with improvements (identifying pressure points on the network)
 - Bus reliability improvements
 - Bus journey time improvements
 - Was it a better experience – a) residents b) businesses
- The contextual criteria being collected includes:
 - Perception surveys re issues such as quality, satisfaction, economic impact
 - Pedestrian and cycle count data
 - Accident data
 - Air quality data

DATA COLLECTION AND PUBLICATION

- A wide range of data has been and will continue to be collected. Not all of this is available at this stage of the trial and not all has been published as further work to collect and review it is required.
- Baseline data was published prior to the start of the trial. This is provided in the Evaluation Criteria document published pre-trial and includes:
 - Bridge Count Data – showing average two way vehicle flows from September 2012 annual counts
 - Park and Ride Journey Time – average journey times both into and out of the city for services 2,3,7,8 and 9. As these services do not run to a timetable
 - Traffic Master Dataset – average vehicle route travel times for school days only in the 2011/12 academic year
 - Automatic Traffic Counter (ATC) data on Foss Islands Road and Water End Clifton Bridge – hourly two way traffic volumes, average school days 2012, for morning peak, evening peak and inter-peak hours
- Overall the transport network is operating well with the Lendal Bridge restrictions in place. The traffic count data collected so far shows that the flows during the restricted periods are broadly the same across the city and are in line with flows in September 2012.
- We wish to reiterate that this report shows only one month's data, and whilst preliminary results are reasonably positive at this stage it is still relatively early days of the trial. Traffic conditions across the city may continue to change as drivers adjust to the restrictions.

Lendal Bridge Trial - October 2013 update:

Please find below the following updates:

- 1.** Park & Ride travel times in October 2012 and October 2013.
- 2.** Traffic volumes in the city centre in September/October 2012 and September/October 2013
- 3.** Traffic levels on Foss Island Road and Water End

2 Please find below Park & Ride travel times in October 2012 and October 2013.

The times are a good indication of the travel times on the routes through and around Lendal Bridge. Although bus priority measures will be helping some routes, the results show that the bridge trial is not causing any significant increases in travel time on these key routes.

It should be noted that some network changes have been made between 2012 and 2013 at Fishergate Bar and the signalling of the A19/A64 roundabout slip roads (which have relevance on the number 7 Designer Outlet service).

	Sep 2012	Sep 2013	Oct 2012	Oct 2013
To City:				
Service 2 Rawcliffe Bar	19.2	18.5 (-0.7)	19.2	19.7 (+0.5)
Service 3 Askam Bar	13.6	13.3 (-0.3)	13.9	13.2 (-0.7)
Service 7 Designer Outlet	15.9	15.8 (-0.1)	16.6	16.4 (-0.2)
Service 8 Grimston Bar	17.8	17.5 (-0.3)	17.7	18.3 (+0.6)
Service 9 Monks Cross	10.3	9.8 (-0.5)	10.1	10.6 (+0.5)
From City:				
Service 2 Rawcliffe Bar	9.2	8.7 (-0.5)	9.1	7.9 (-0.2)
Service 3 Askam Bar	21.0	20.0 (-1.0)	20.3	19.8 (-0.5)
Service 7 Designer Outlet	24.5	25.3 (+0.8)	25.6	27.8 (+2.2)
Service 8 Grimston Bar	11.5	11.2 (-0.3)	11.3	12.0 (+0.7)
Service 9 Monks Cross	13.6	13.7 (+0.1)	13.2	14.3 (+1.1)

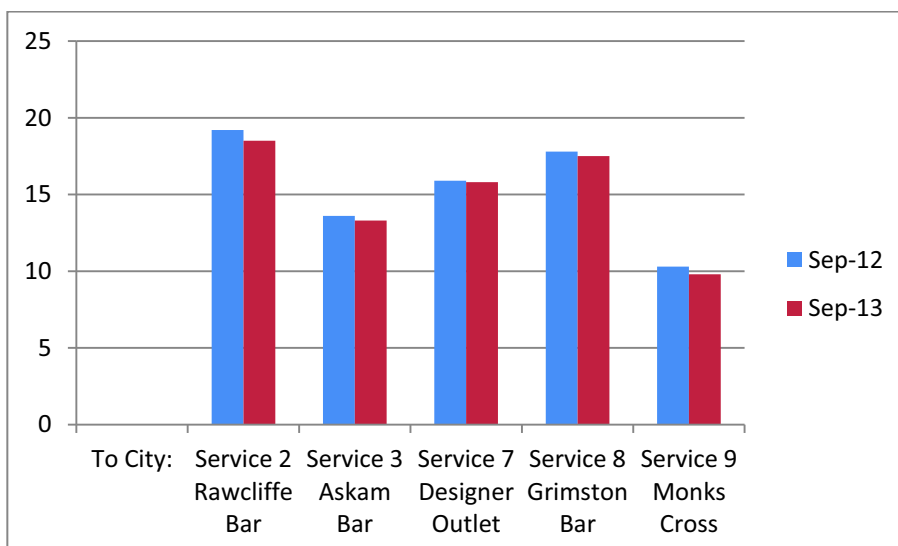
* Travel times in minutes.

**Figures in (brackets) are change from previous year.

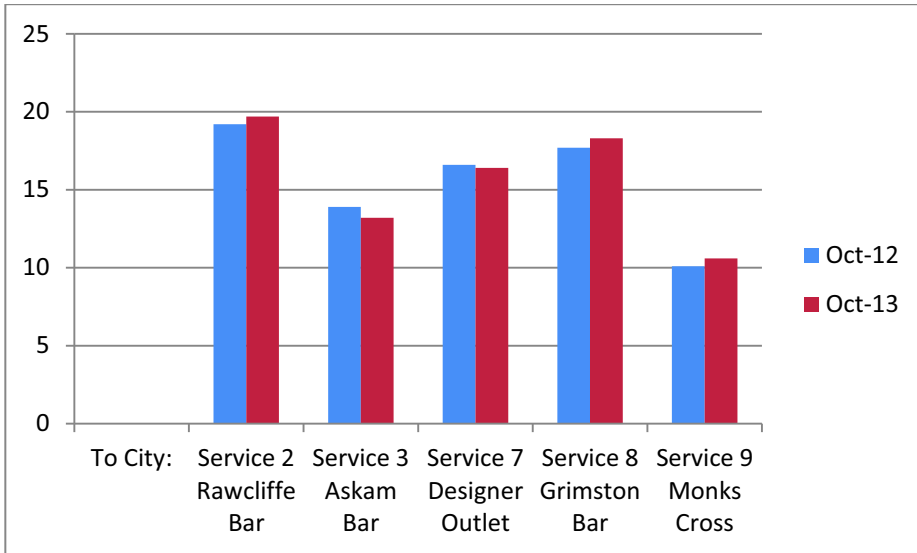
***A different method has been used to prepare these figures - so they may not fully comparable to previously published figures.

Below are graphs which illustrate the travel time details in the above table:

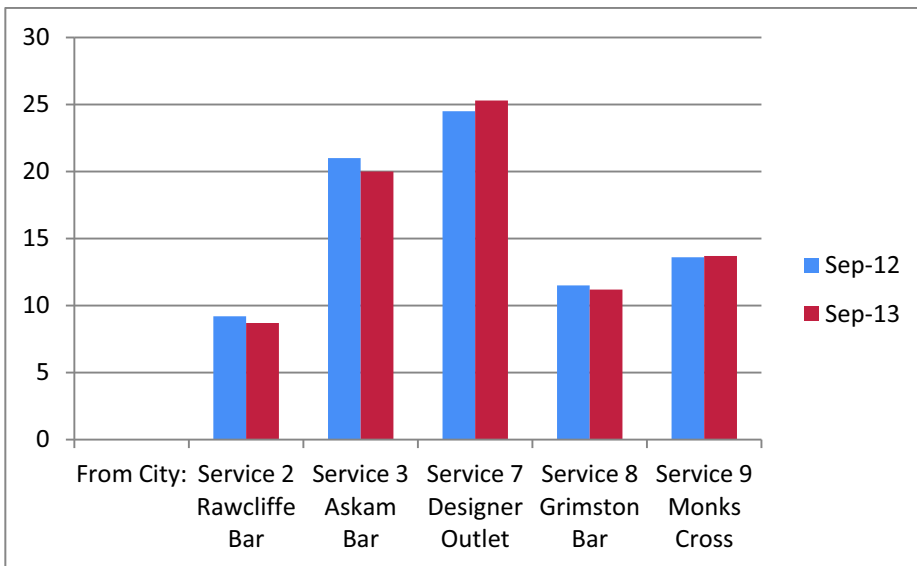
- **To city: P&R services - travel times in September 2012 and September 2013**



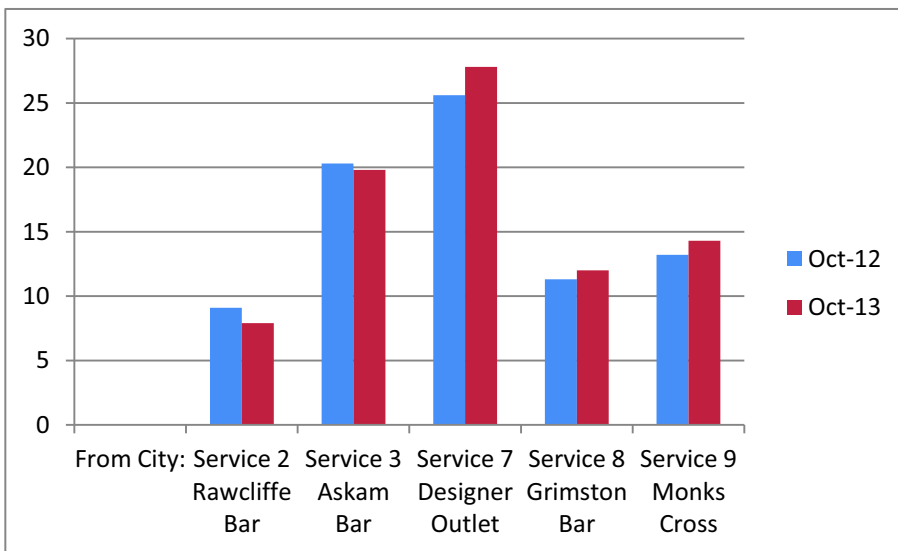
● **To city: P&R services - travel times in October 2012 and October 2013**



● **From city: P&R services - travel times in September 2012 and September 2013**



● **From city: P&R services - travel times in October 2012 and October 2013**



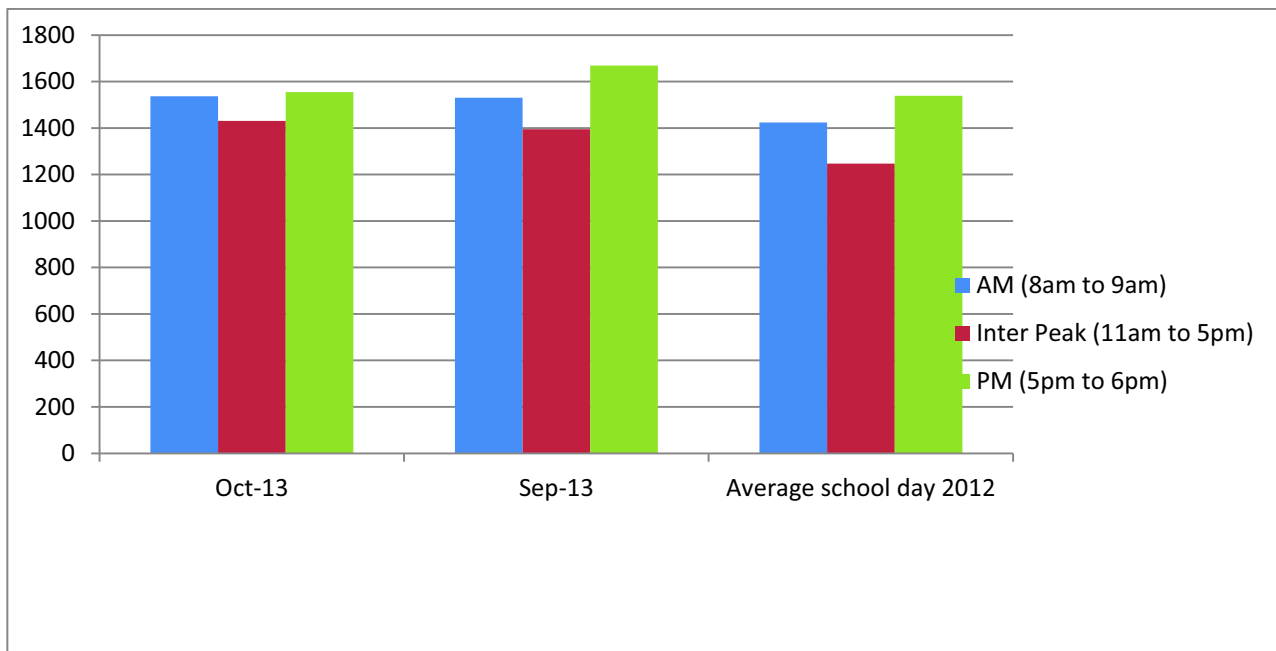
3 Traffic volumes in the city centre:

Below is a table which shows the average number of vehicles in and around York in September 2012 and 2013, and October 2012 and 2013.

All radial routes, including and outer ring road show little change in traffic volumes during the bridge restriction periods.

Foss Islands Road and Water End (Clifton Bridge) are showing increases in traffic, and the traffic flow on Leeman Road is showing a small decrease in traffic.

	Average all 2012	Sep 2012	Sep 2013	Oct 2012	Oct 2013
A 1237 Bridge	2243	2264	2249 (-15)	2281	2202(-79)
Clifton Bridge	1247	1233	1395(+162)	1242	1431(+189)
Foss Islands Road	1517	1468	1654(+186)	1472	1627(+155)
Leeman Road	N/A	619**	590(-29)	N/A	606(-13)
Tadcaster Road	1115	1048	1061(+13)	1081	1071(-10)
A19 Fulford Road	1353	1347	1357(+10)	1358	1375(+17)
A1079 Hull Road	1074	1069	1066(-3)	1077	1041(-36)
A59 Boroughbridge Road	1090	1071	1036(-35)	1052	1034(-18)
A19 Shipton Road	823	819	845(+26)	862	893(+31)
Malton Road	1067	1055	1029(-26)	1072	1056(-16)



*Leeman Road count is from July 2013 – counter installed as part of the monitoring of the trial

** Figures in (brackets) indicate change from pre-trial for that month

*** Data for school days only, for the hours 11:00 and 17:00 and are two-way hourly vehicle flows

4 Traffic levels on Foss Island Road and Water End

The figures from October 2013 show that traffic levels on Foss Island Road have fallen slightly since the first month of the trial, whilst levels on Water End have risen slightly.

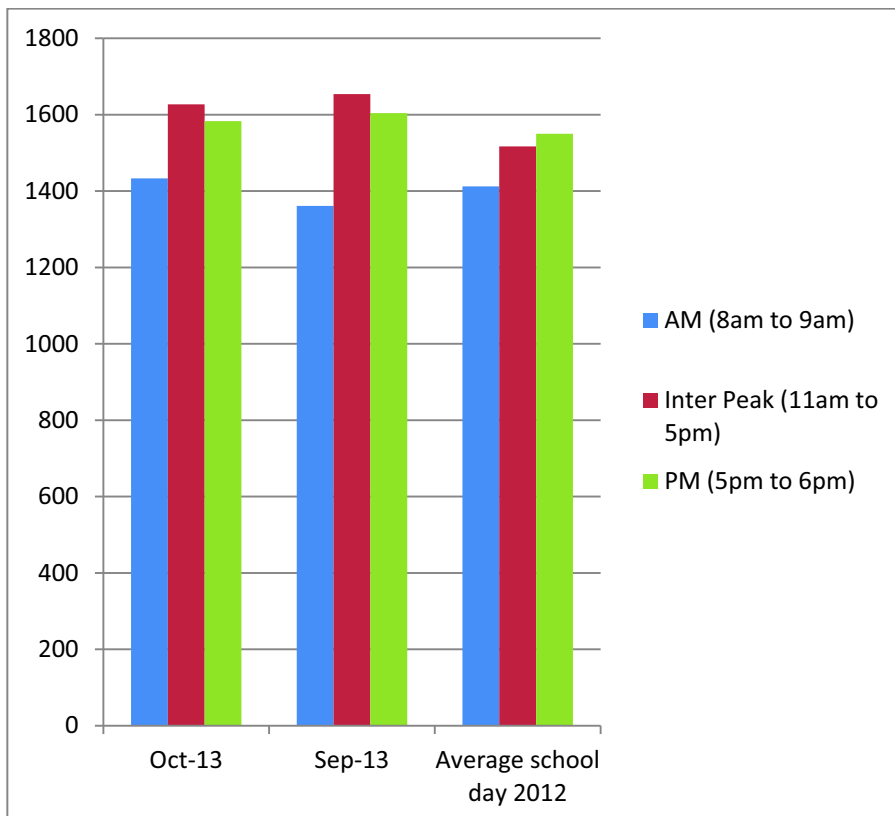
Compared to the first month of the trial, there has been a significant improvement on Clifton Bridge in the afternoon peak, where traffic flows were up by 130 vehicles per hour and are now only up by 16 vehicles.

These differences are likely to be due to a combination of effects including that traffic patterns are still settling down, there has been improvements to levels of compliance with the restriction and people are changing the time of day that they travel.

Foss Islands Road:	AM (8am to 9am)	Inter Peak (11am to 5pm)	PM (5pm to 6pm)
October 2013	1433(+21)	1627(+110)	1583(+33)
September 2013	1361(-51)	1654(+137)	1604(+54)
Average school day 2012	1412	1517	1550

**Data for school days only, for the hours 11:00 and 17:00 and are two-way hourly vehicle flows*

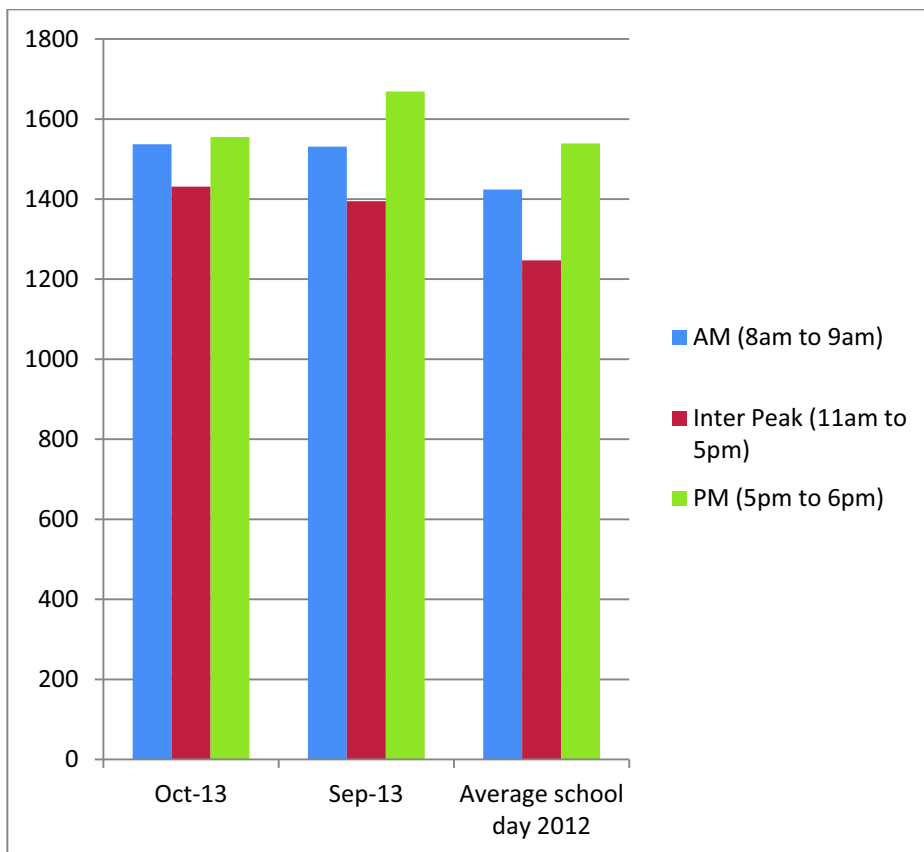
*** Figures in (brackets) indicate change from pre-trial for that month*



Water End Clifton Bridge:	AM (8am to 9am)	Inter Peak (11am to 5pm)	PM (5pm to 6pm)
October 2013	1537(+113)	1431(+184)	1555(+16)
September 2013	1531(+107)	1395(+148)	1669(+130)
Average school day 2012	1424	1247	1539

**Data for school days only, for the hours 11:00 and 17:00 and are two-way hourly vehicle flows*

*** Figures in (brackets) indicate change from pre-trial for that month*



Lendal Bridge Trial - November 2013 update:

Please find below the following updates:

1. Park & Ride travel times in November 2012 and November 2013
2. Traffic volumes in the city centre in September, October, November 2012 and 2013
3. Traffic levels on Foss Island Road and Water End

1. Please find below Park & Ride (P&R) travel times in November 2012 and November 2013.

The times below are a good indication of the general traffic on the routes through and around Lendal Bridge. Although bus priority measures will be helping some routes, the results continue to show that the bridge trial is not causing any significant increases in travel time on these key routes.

It's also important to note that all Park & Ride routes work to a scheduled timetable and therefore require to arrive/leave destinations at certain times during the day, so overall journey times may mask improvements in reduced actual real time travelling between stops.

Where buses are running faster it means that they must wait longer at certain stops, predominantly at the Park & Ride sites or at their main city centre stop, to maintain an equal time between buses arriving/departing. This means that unless the trial is made permanent and the scheduling of the buses is altered, it is not possible for the buses to take full advantage of the time savings being generated.

- The Rawcliffe Bar P&R service runs along Water End, Leeman Road, Lendal Bridge and Bootham and is showing a small reduction in travel times on the journey inbound to the city centre and a more significant reduction out of the city.
- Askam Bar P&R is showing a reduction in travel time inbound and a small increase outbound of the city centre.
- The Designer Outlet P&R is showing a small increase inbound and a more significant increase outbound. The outbound delay is being picked up at the A64 roundabout and looks to be due to the new signals installed by the Highways Agency at this junction.
- Grimston Bar P&R is showing a small increase in delays but this is being picked up at the Layerthorpe Bridge junction due to the additional traffic on Foss Islands Road.
- Monks Cross P&R is showing up a small amount of additional delays due again to increases in traffic at the Layerthorpe Bridge junction.

Park & Ride patronage for Sept and Oct 2013 are both up on the same period last year. Far from seeing reduced footfall these indicators suggest that it is up. York remains very much open for business

Park & Ride – all services

Sept 12 to Sept 13 1.6 per cent increase year on year

Oct 12 to Oct 13 2.5 per cent increase year on year

Park & Ride – Rawcliffe Bar

Sept 12 to Sept 13 0.5 per cent increase year on year

Oct 12 to Oct 13 3.7 per cent increase year on year

All non-Park & Ride First York bus services (*)

Sept 12 to Sept 13 0.9 per cent increase year on year

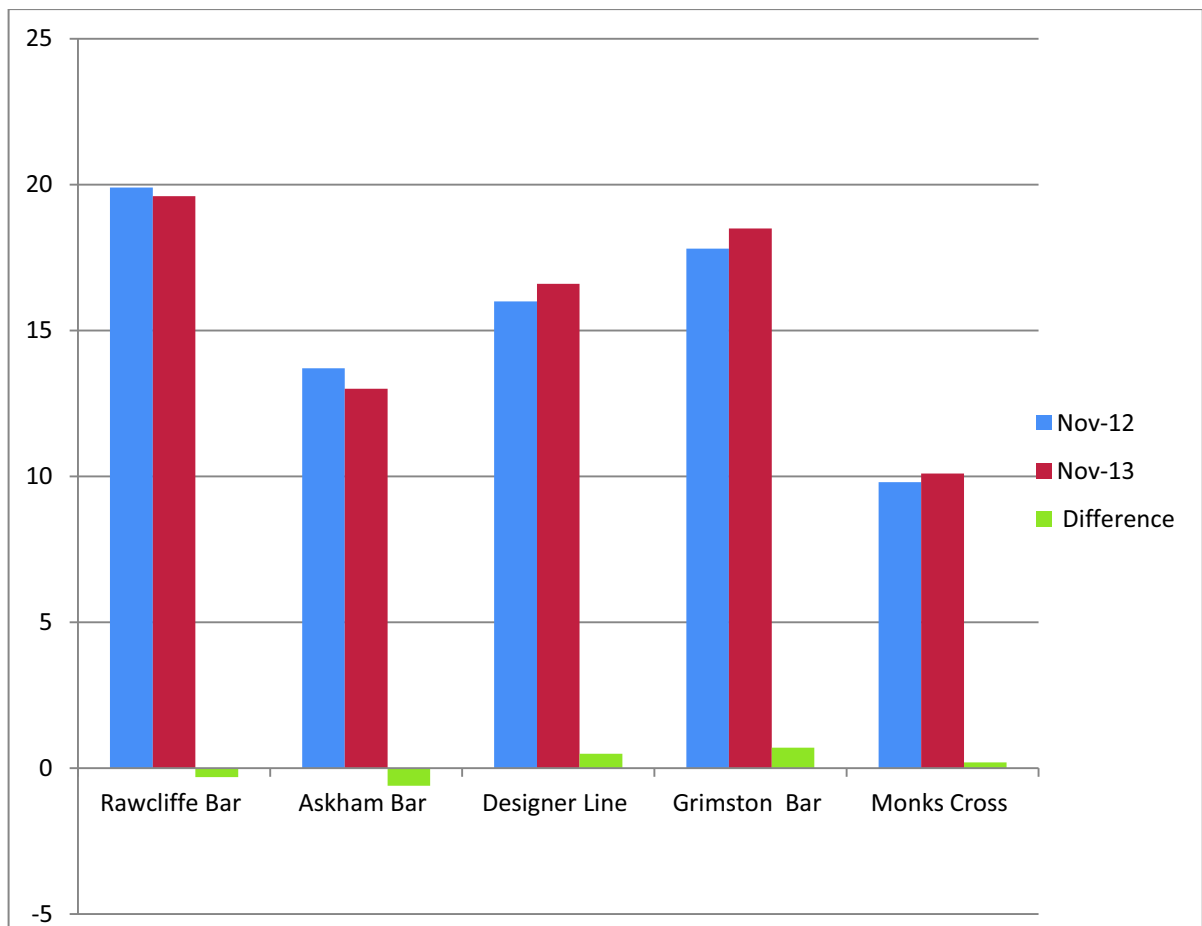
Oct 12 to Oct 13 3.8 per cent increase year on year

(*)These increases in patronage are as a result of a number of improvements to public transport, including; deployment of bus wardens in the city centre who ensure the smooth running of the buses and resolve issues causing delay, provision of an information and ticket point at the station for visitors and residents alike, an increase in the number of real-time displays in the city and ongoing improvements to key city centre bus stops etc. In addition, on 29 September First altered their city routes and their fares structure for non-P&R.

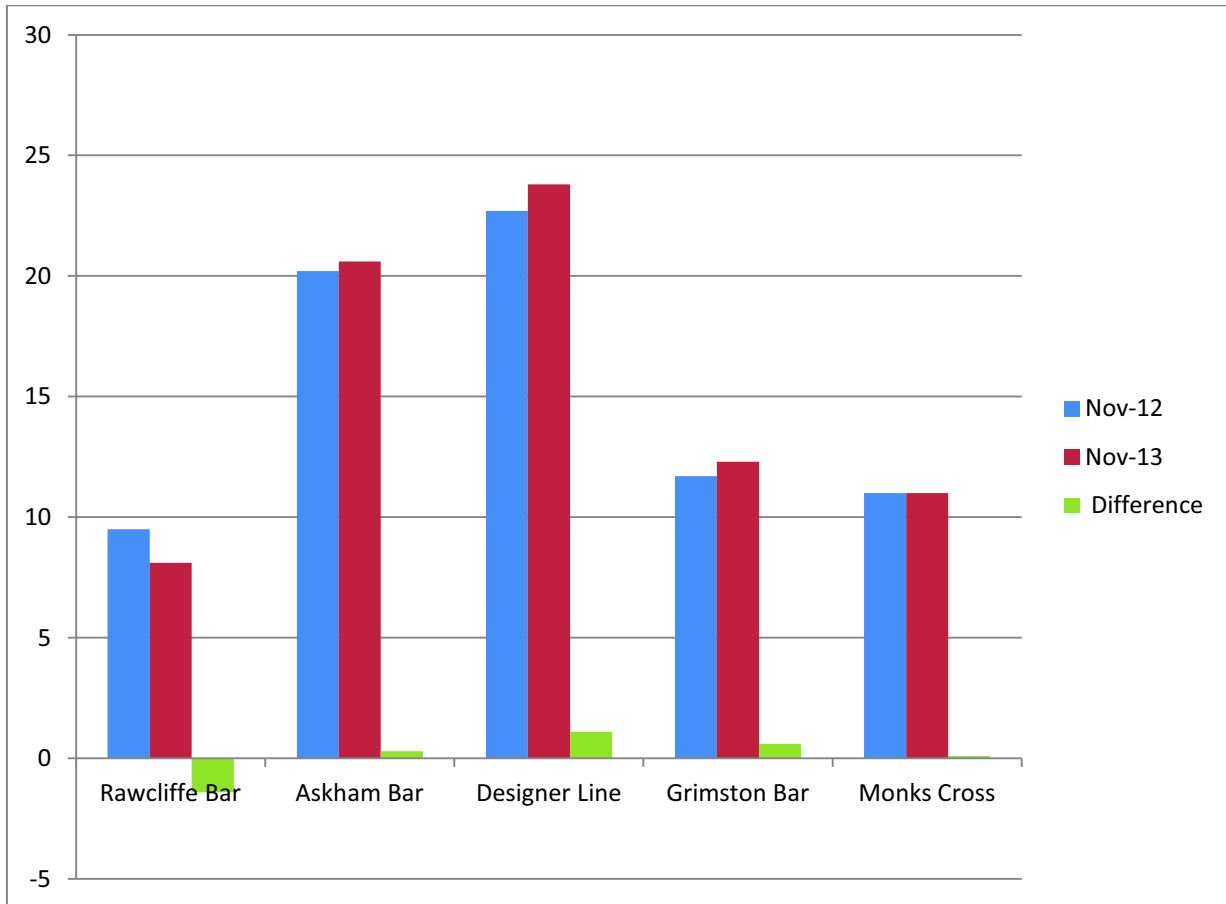
This could also have had an impact on people using P&R along the route (e.g. on the Rawcliffe service, journeys from East Cottages to Museum Street).

Please find below Park & Ride travel times (in minutes) including boarding time at stops and a graph to illustrate this:

To city:	Nov-2012	Nov-2013	Difference (in seconds)
Rawcliffe Bar (route 2)	19.9	19.6	-0.3
Askham Bar (route 3)	13.7	13.0	-0.6
Designer Line (route 7)	16.0	16.6	0.5
Grimston Bar (route 8)	17.8	18.5	0.7
Monks Cross (route 9)	9.8	10.1	0.2



From city:	Nov-2012	Nov-2013	Difference
Service 2 Rawcliffe Bar	9.5	8.1	-1.4
Service 3 Askham Bar	20.2	20.6	0.3
Service 7 Designer Line	22.7	23.8	1.1
Service 8 Grimston Bar	11.7	12.3	0.6
Service 9 Monks Cross	11.0	11.0	0.1



2 Traffic volumes in the city centre:

Below is a table which shows the average number of vehicles in and around York in September, October and November 2012 and 2013. The traffic count data collected so far shows that the flows during the restricted period are broadly the same as flows in September 2012 and October and giving no indication that people are avoiding coming to York.

The outer ring road (A1237) is showing a drop in traffic volumes comparing November 2013 with 2012. This may be due to the ongoing road works at the A59 roundabout. The reduction in traffic on the Bouroughbridge Road (A59) and slight increase on Shipton Road (A19) would seem to confirm that some drivers are rerouting to avoid these works.

Apart from the A59 and A19 the other main radial routes show little change in traffic volumes during the bridge restriction periods so travel times on these radials will be unaffected by the restriction.

The volume of traffic using Leeman Road is for the third month showing a small decrease compared to the pre-trial levels. There is no evidence that the Lendal Bridge restriction is causing any increase in traffic using this route. However, Foss Islands Road and Water End (Clifton Bridge) are showing increases in traffic. But the November figures show that Foss Islands Road traffic is showing less of an increase than previous months.

	Average all 2012	Sep 2012	Sep 2013	Oct 2012	Oct 2013	Nov 2012	Nov 2013
A 1237 Bridge	2243	2264	-15	2281	-79	2264	-126
Clifton Bridge	1247	1233	+162	1242	+189	1282	+182
Foss Islands Road	1517	1468	+186	1472	+155	1508	+101
Leeman Road	N/A	619**	-29	N/A	-13	619	-8
Tadcaster Road	1115	1048	+13	1081	-10	1104	-9
A19 Fulford Road	1353	1347	+10	1358	+17	634	+12
A1079 Hull Road	1074	1069	-3	1077	-36	1040	-67
A59 Bouroughbridge Road	1090	1071	-35	1052	-18	1066	-82
A19 Shipton Road	823	819	+26	862	+31	434	+26

Malton Road	1067	1055	-26	1072	-16	551	-5
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*Data for schooldays only, for the hours 11:00 and 17:00 and are two-way hourly vehicle flows **Leman Road count is from July 2013 – counter installed as part of the monitoring of the trial *** Figures in (brackets) indicate change from pre-trial for that month

3 Traffic levels on Foss Island Road and Water End

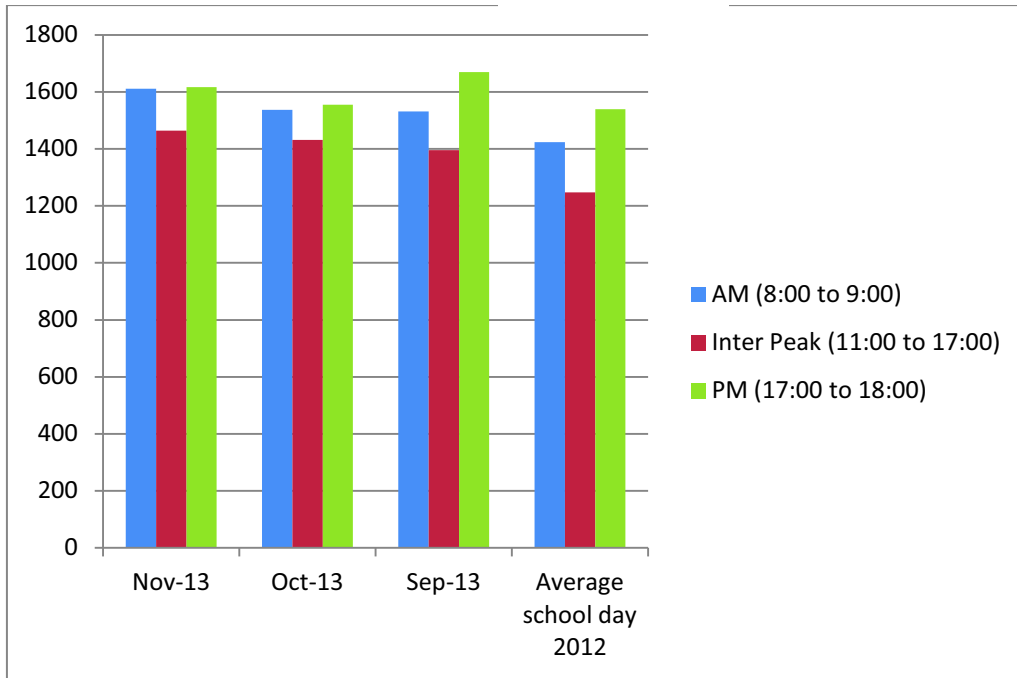
The tables below show there has been less traffic in November using Foss Island Road since the first two months of the trial.

During the PM peak period this level is now less than during an average school day pre-trial. The AM peak on Foss Islands Road is unaffected by the Lendal Bridge restriction.

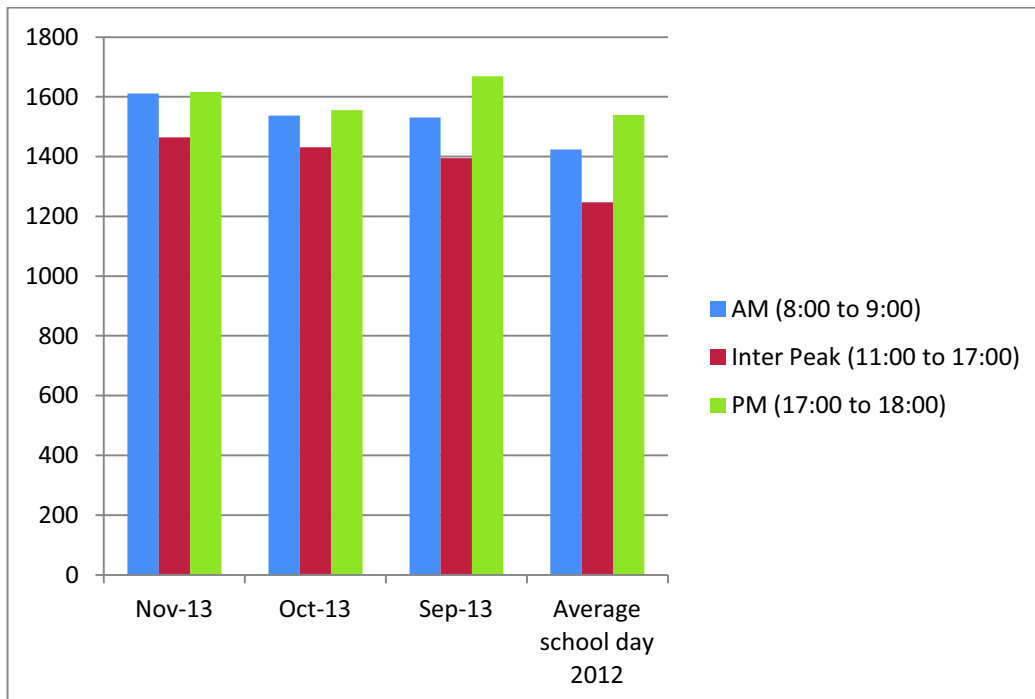
Clifton Bridge by contrast is seeing further increases in traffic most noticeably during the AM peak. This increase may be (partially) due to the ongoing road works on the A1237/A59 roundabout.

This demonstrates that traffic patterns are still changing three months into the trial provides good reasoning for conducting the trial over the six month period.

Foss Islands Road:	AM (8:00 to 9:00)	Inter Peak (11:00 to 17:00)	PM (17:00 to 18:00)
November 2013	1417(+5)	1609(+92)	1499(-51)
October 2013	1433(+21)	1627(+110)	1583(+33)
September 2013	1361(-51)	1654(+137)	1604(+54)
Average schoolday 2012	1412	1517	1550



Water End Clifton Bridge:	AM (8:00 to 9:00)	Inter Peak (11:00 to 17:00)	PM (17:00 to 18:00)
November 2013	1611(+187)	1464(+217)	1616(+77)
October 2013	1537(+113)	1431(+184)	1555(+16)
September 2013	1531(+107)	1395(+148)	1669(+130)
Average school day 2012	1424	1247	1539



How are the Penalty Charge Notices (PCNs) issued

- The Automatic Number Plate Recognition (ANPR) cameras are triggered when a vehicle breaches the restrictions and from this an image (15-20 second video and an infra-red image) is compiled.
- An evidence pack is generated and sent electronically to the data processing centre where it is reviewed.
- At this stage a review of the information recorded is carried out to ensure its accuracy and pick up any potential errors
- A request is made to the Driver and Vehicle Licensing Agency (DVLA) in order to determine the vehicle owner
- If the DVLA can find a match and have the details available, these are then imported onto the Penalty Charge Notice and it is sent out by first class post.
- The process takes up to 14-days.

Please note: Out of the total number of PCNs issued some will be successful at appeal which can take up to three weeks - so the actual numbers of viable PCNs will actually be lower than the below figures.

The following will be updated monthly, as data is available.

Coppergate

15-18 August	1085 PCNs issued (4 days enforcement, commenced Wednesday)
19-25 August	1741 PCNs issued
26-01 Sept	880 PCNs issued
02-08 Sept	850 PCNs issued
09-15 Sept	841 PCNs issued (6 days enforcement, because of the Skyride event)
16-22 Sept	324 PCNs issued (5 days enforcement, cameras updating and gas works commenced)

Lendal

02-08 Sept	1675 PCNs issued (4 days enforcement, commenced Wednesday)
09-15 Sept	2015 PCNs issued (6 days enforcement, because of the Skyride event)
16-23 Sept	1766 PCNs issued (5 days enforcement, cameras updating)

How are the Penalty Charge Notices (PCNs) issued

- The Automatic Number Plate Recognition (ANPR) cameras are triggered when a vehicle breaches the restrictions and from this an image (15-20 second video and an infra-red image) is compiled.
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The following will be updated monthly, as data is available.

Coppergate:

23 – 29 September 405 PCNs issued (6 days enforcement)*

30 Sep – 6 October 345 PCNs issued (5 days enforcement)*

7 – 13 October 593 PCNs issued (5 days enforcement)*

14 – 20 October 869 PCNs issued

21 – 27 October 762 PCNs issued (6 days enforcement)*

28 Oct – 3 November 427 PCNs issued

Lendal:

23 – 29 September 2,762 PCNs issued (6 days enforcement)*

30 Sep – 6 October 1,885 PCNs issued (5 days enforcement)*

7 – 13 October 2,488 PCNs issued (5 days enforcement)*

14 – 20 October 3,271 PCNs issued

21 – 27 October 3,947 PCNs issued

28 Oct – 3 November 4,138 PCNs issued

4 - 10 November 1,964 PCNs issued

*Weeks where enforcement did not occur on all days were due to variety of reasons such as system maintenance issues, data updates or events and incidents in the city (e.g. Sky Ride or the water main burst on Piccadilly, etc).

How are the Penalty Charge No

- The Automatic Number Plate Recognition (ANPR) cameras are triggered when a vehicle breaches the restrictions and from this an image (15-20 second video and an infra-red image) is compiled.
- An evidence pack is generated and sent electronically to the data processing centre where it is reviewed.
- At this stage a review of the information recorded is carried out to ensure its accuracy and pick up any potential errors
- A request is made to the Driver and Vehicle Licensing Agency (DVLA) in order to determine the vehicle owner
- If the DVLA can find a match and have the details available, these are then imported onto the Penalty Charge Notice and it is sent out by first class post.
- The process takes up to 14-days.

Please note: Out of the total number of PCNs issued some will be successful at appeal which can take up to three weeks - so the actual numbers of viable PCNs will actually be lower than the below figures.

The following will be updated monthly, as data is available.

Coppergate:

23 – 29 September 405 PCNs issued (6 days enforcement)
 30 Sep – 6 October 345 PCNs issued (5 days enforcement)
 7 – 13 October 593 PCNs issued (5 days enforcement)
 14 – 20 October 869 PCNs issued
 21 – 27 October **755** PCNs issued (6 days enforcement)
 28 Oct – 3 November **416**PCNs issued
 4 Nov – 10 November 146 PCNs issued #
 11 – 17 November 240 PCNs issued #
 18 – 24 November 251 PCNs issued #
 25 Nov – 2 December 595 PCNs issued

Lendal:

23 – 29 September 2,762 PCNs issued (6 days enforcement)
 30 Sep – 6 October 1,885 PCNs issued (5 days enforcement)
 7 – 13 October **2,487** PCNs issued (5 days enforcement)
 14 – 20 October **3,640** PCNs issued
 21 – 27 October **3,879** PCNs issued
 28 Oct – 3 November **4,098**PCNs issued
 4 – 10 November **1,921** PCNs issued
 11 – 17 November 3,172 PCNs issued
 18 – 24 November 2,801 PCNs issued
 25 Nov – 2 December 2,553 PCNs issued

- only one camera operational.

- Figures in **bold** indicate updated totals

- Of all PCNs reviewed, up to Monday 8 December 2013, there was a 30:70 split on YO and non-YO postcodes.

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Annex C-

Key abbreviations used in this report and its annexes

AA - Automobile Association

ANPR – Automatic Number Plate Recognition

ATC – Automatic Traffic Counter

CYC – City of York Council

DVLA – Driver & Vehicle Licensing Agency

ITS – Institute of Transport Studies

PCN – Penalty Charge Notice

P&R – Park and Ride

SatNav – Satellite Navigation

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Economic & City Development Overview & Scrutiny Committee**28 January 2014**

Report of the Assistant Director Governance and ICT

Update on implementation of recommendations from the previously completed Youth Unemployment Scrutiny Review**Summary**

1. This report provides Members with their first update on the implementation of the recommendations arising from the previously completed Youth Unemployment Scrutiny Review which were agreed by Cabinet in May 2013.

Background

2. At a meeting of Economic and City Development Overview and Scrutiny Committee held on 27 March 2012 it was agreed that during the 2012/13 municipal year, they would carry out a review around youth unemployment. At a meeting held on 20 June 2012 it was subsequently agreed that the review would be carried out by a Task Group comprised of Councillors D'Agorne, Riches and Semlyen.

Aim

3. With a particular focus on vacancies within the care sector and business administration, to look at ways City of York Council can help young people to navigate the employment economy.
4. The objectives were to: investigate what the barriers are for young people (ages 16-24) getting work; investigate whether all agencies are playing their part in supporting young people into work; to investigate whether there are any gaps and/or overlaps in provision and if so make recommendation to address them.

Consultation

5. The Learning City York Partnership Manager has provided the update information contained within **Annex A**.

Options

6. Members may decide to sign off any individual recommendations where implementation has been completed and can:
 - a. request further updates and the attendance of the relevant officers at a future meeting to clarify any outstanding recommendations relating to the above review or;
 - b. agree to receive no further updates on this review.

Council Plan

7. The process of monitoring and ensuring the implementation of the approved recommendations arising from the review will contribute to the 'Create Jobs and Grow the Economy' priority of the Council Plan 2011-15.

Implications

8. There are no known financial, human resources, equalities, legal or other implications associated with the recommendation made in this report.

Risk Management

9. In compliance with the Council's risk management strategy there are no known risks associated with this report.

Recommendation

10. Members are asked to note the contents of this report and sign off all recommendations that have been fully implemented.

Reason: To raise awareness of those recommendations which are still be fully implemented.

Contact Details

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Report Approved



Date 6/11/2013

Wards Affected:

All



For further information please contact the author of the report

Annexes

Annex A – Update information on Youth Unemployment Review

Annex B - Abbreviations

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Annex A

Update on Implementation of Approved Recommendations Arising From Previously Completed Youth Unemployment Scrutiny Review

Key Statistics : Job Seeker Allowance Claimants 18-24 in York

Jan 07 (pre-recession)	=	535 (2%); including 55 x 6-12 months
May 2012 (start of scrutiny)	=	875 (3.2%); including 185 x 6-12 months and 105 x 1 yr+
November 2012 (interim report)	=	740 (2.7%)
May 2013 (final report)	=	650 (2.4%)
August 2013	=	595 (2.2%); including 75 x 6-12 months and 90 x 1 yr+

Scrutiny Recommendations Approved by Cabinet in May 2013	Update on Implementation Provided November 2013
<p>1. That the Learning City York Partnership Manager, via the 'Connecting People to Jobs and Opportunities' partnership network and the Learning City Strategic Board, take overall responsibility for setting an achievable target with key partners within the city to reduce longer term unemployment in the 18-24 year old bracket.</p>	<ul style="list-style-type: none"> • 'Connecting People to Jobs & Opportunities' network (chaired by Learning City, CYC) is meeting quarterly to better plan, cohere and develop targeted provision for different unemployed residents, including 18-24 year olds. • The new York Skills Strategy (to be published in November) sets out clear targets to reduce unemployment in the city to pre-recession levels, including 18-24 year olds

- Learning City Strategic Board will take responsibility to monitor and work with partners across the city to ensure that these targets are met; new Chair is Alison Birkinshaw, Principal of York College and the Board is supported by the Learning City Partnership Manager (CYC)
- New provision since scrutiny includes:
 - Head Start for longer term unemployed 18-24 year olds, delivered by York Learning and supported by JobCentre Plus Flexible Support Funding to help 36 young people back into work by next March 2014
- Learning City has been successful in working with Leeds City Region partners to bid for and secure additional funding from Government to support longer-term unemployed 18-24 year olds back into work. Due to over demand by city regions on the funding available, the original bid for £5.6mn to support 3,250 young people across the region will be reduced. We are waiting to hear the revised figures and Learning City will then be working with partners of the 'Connecting People to Jobs' network to support young people in York and Selby between

	<p>January 2014 – December 2015.</p> <ul style="list-style-type: none"> • A further £60k has been approved from the CYC Economic Inclusion Fund to complement the Leeds City Region model to enable the city to support a further 40 18-24 year olds back into work, including wage incentives for employers.
<p>2. That City of York Council continue to offer apprenticeships to young people under the age of 24 and evaluate the success of this by collecting information on how many of those that have completed an apprenticeship at the Local Authority are still in work or further training 6 – 12 months later and that the Learning City York Partnership Manager lead on a programme with the Head of York Learning to develop a programme that better supports unemployed 18-24 year olds into unfilled apprenticeship vacancies.</p>	<p>CYC Apprenticeship Programme:</p> <p>In 2011, the council allocated a budget of £115k to increase the number of apprenticeships within the council. The model developed provided 50% of the cost of employing an apprentice for one year on the minimum apprenticeship rate of £2.65 per hour, with the relevant Directorate contributing the rest. The first cohort was announced during the “York Apprenticeship Challenge” (see above).</p> <p>Two cohorts of apprentices were recruited (2011 and 2012) on this model (69 apprentices in all). The programme has been very successful in establishing the principle and benefits of employing apprentices and has also achieved some notable successes, including the successful progression of a young person with high level learning difficulties from our Special School through a council apprenticeship into sustainable employment gained</p>

	<p>in a competitive interview process.</p> <p>For 2013, the council has moved from this approach to a vacancy management approach, whereby all vacancies up to a certain grade are considered for apprenticeships prior to advertising. This will move the programme away from the creation of apprenticeship posts which are supernumerary and largely fixed term, to one where an apprenticeship will lead to a permanent post in the organisation on successful completion. 17 Apprentices have been recruited through this route in September 2013.</p> <p>From April 2013, in line with the recommendations of the York Fairness Commission (2012), the council became a Living Wage employer. In order to recognise this at apprenticeship level it is now paying all apprentices at £4.98per hour (the national minimum wage rate for 18-20 year olds) with progression after 1 year to £6.31per hour (national minimum wage rate for 21 +). The new approach will still allow for the recruitment of a smaller cohort of 15 supernumerary posts.</p>
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	<p>Step-up to Apprenticeships:</p> <p>The funding and programmes of support identified under ‘section 1’ will incorporate activity to better support unemployed 18-24 year olds into Apprenticeships, as well as other employment opportunities.</p>
<p>3. That City of York Council continues to offer work experience placements to under 16s (whilst still at school) and under 18s not yet ready for an apprenticeship. And in addition to this:</p> <p>i. That the Head of Strategic Workforce Development and Resourcing, in conjunction with the Learning City York Partnership Manager, offer a discrete, managed, matched pilot, of work experience placement opportunities for unemployed 18 to 24 year olds, who have been unemployed in excess of three months</p> <p>ii. That the Head of Strategic Workforce Development and Resourcing ensures that there is a robust Graduate and Student Internship Programme in place within the</p>	<p>Under 18s not ready for Apprenticeships:</p> <ul style="list-style-type: none"> • York Learning (as well as other providers across the city) will continue to offer Foundation Learning or new Traineeship programmes to support those not work-ready / Apprenticeship-ready • Where possible, CYC will offer work placement opportunities for these young people <p>CYC Work Placements for Unemployed 18-24</p> <ul style="list-style-type: none"> • Whilst a co-ordinated approach to support work placements for different age groups is still a priority for the Council, there is currently a lack of capacity to support the infrastructure required in the Human Resources team. A bid was submitted to the Economic Inclusion Fund to lever the capacity required, however

authority.

a shift in Government Policy on activity to support 18-24 year olds (see below) has required the funding to be re-directed to programmes outlined in section 1.

- Government Policy has now prioritised getting unemployed 18-24 year olds quickly into paid work placements with wrap around training and mentoring to support them on the job. The LCR bid to Government and the £60k CYC Economic Inclusion Funding is to support this approach, for which CYC (in its own right) could offer 'paid placements'.
- The strategic Workforce & Resourcing team is now looking at alternative ways to fund and develop work placements offers within West Offices

Graduate and Student Internship Programme

- The Strategic Workforce & Resourcing team has developed strong relations with the University of York to support an annual 3-month programme of around 15 Graduate Intern placements across the Council, Jan –

	<p>March</p> <ul style="list-style-type: none"> The strategic Workforce & Resourcing team is also developing its own internal internship programme modelled on the JRF programme
<p>4. That the Head of York Learning at City of York Council works in partnership with Jobcentre Plus and leads on the co-ordinating of twice yearly job fairs.</p>	<ul style="list-style-type: none"> The 3rd York Jobs Fairs (co-ordinated by York Learning) took place on October 1 at the Barbican. 70 employers and training providers exhibited (including Hiscox) and 1,400 residents attended. Learning City also coordinated a local ward Jobs & Opportunities Discovery Day on September 11 at Acomb Explore, in response to local demand from Keith Myers at Acomb Village News; 400 people attended to meet with 18 locally recruiting employers and training providers. This initiative was supported by Economic Infrastructure Funding for the Acomb regeneration programme.
<p>5. That the Head of York Learning at City of York Council ensures that the Future Prospects team continue to work in conjunction with JobCentre Plus, to offer sector specific workshops and that both Work Programme</p>	<p>York Learning does not have the capacity to offer sector specific workshops.</p> <p>York Learning are able to continue to support this customer group with their core funding, some</p>

<p>providers and their clients* are made aware of the sector specific workshops on offer.</p> <p>* in this instance clients means unemployed 18 to 24 year olds, including those on the Work Programme</p>	<p>increased funding for Traineeships and Flexible Support Funding from JCP. However referrals to their current pilot programme - Headstart - are very poor. We had understood that this was a significant group but to date we have had only 9 referrals to a programme capable of accommodating 24. This has been very disappointing. We are currently challenging JCP to make further referrals to the programme.</p>
<p>6. That the Learning City York Partnership Manager continue to facilitate quarterly networking meetings of 'Connecting People to Jobs and Opportunities' to support residents on out of work benefits and seeking employment. This networking meeting should include a standing item on looking at potential solutions to enable currently unemployed 18-24 year olds back into work.</p>	<ul style="list-style-type: none"> • See section 1 • Two quarterly meetings have taken place – July and October • 18-24 year olds is a standing item and the successful outcome of additional funding to support this age group through LCR and CYC Economic Inclusion Fund will secure more positive outcomes for these young people.
<p>7. That the Council's Head of Communications lead on a branded campaign that effectively markets:</p> <p>i. success stories and inspiring cases about York's young people finding jobs/self employment and those that have overcome</p>	<p>No overall branded campaign delivered to date by Marketing and Communications Team.</p> <p>Learning City 14-19 and Skills Team are planning the following activity:</p> <ul style="list-style-type: none"> • The next 100 in 100 Apprenticeship Challenge campaign for the city, which will be

<p>barriers to gain employment</p> <ul style="list-style-type: none"> ii. apprentices and interns iii. a video of the next job fair iv. wage incentives and support available to employers 	<p>launched during or just after National Apprenticeship Week (early March 2014). This will include inspirational success stories about young people in Apprenticeships.</p> <ul style="list-style-type: none"> • A new programme to support the longer-term unemployed 18-24 year olds into work, January 2014 – end December 2015, following a successful bid by Learning City through Leeds City Region and CYC Economic Inclusion Fund. Learning City will work with marketing and communications and the Economic Development team to raise the profile of the wage incentive and support available to employers to take-on 18-24 year olds.
<p>8. That the Learning City York Partnership Manager continues to promote the range of support available to employers.</p>	<ul style="list-style-type: none"> • On-going • Sector focus on construction (to support the ‘Get York Building’ campaign) and Tourism / Retail, particularly in the city centre (to support the night-time economy developments and Tourism Strategy)
<p>9. That the Assistant Director for Strategic Planning and Transport explore potential ways and investigate the feasibility of</p>	<ul style="list-style-type: none"> • Learning City has included 1 month travel passes to the model that will be supported by the successful Leeds City Region bid to

<p>funding/providing sustainable subsidised travel that fits shift patterns and would help young people to access entry level jobs outside of the city centre (e.g. bicycles, public transport, car share)</p>	<p>Government and the CYC Economic Inclusion Fund.</p> <ul style="list-style-type: none"> • Learning City will seek to work with the Assistant Director for Strategic Planning and Transport to secure additional support from First Bus.
<p>10. That the Work Programme providers, working with the Learning City York Partnership Manager and the Head of York Learning at City of York Council, develop a plan for improving the skills of those clients without basic literacy and numeracy. This should happen in the first year of the Work Programme's two year cycle.</p>	<ul style="list-style-type: none"> • On-going discussions with Work Programme providers • Additional literacy and numeracy support will be given to those young people returning to JCP after two years on the Work Programme and still not in employment (see section 1)

Updated as at 24.10.13 – Julia Massey, Learning City Partnership Manager

Annex B

Abbreviations used in this reports and annex

JTF - Joseph Rowntree Foundation

JSP – Job Centre Plus

LCR – Leeds City Region

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**Economic and City Development Overview
and Scrutiny Committee****28 January 2013**

Report of the Assistant Director Governance and
ICT

**Cover Report for further update of E-Planning Facilities Scrutiny
Review Cover****Summary**

1. This report presents Members with a further update (Annex A) on the implementation of the recommendations arising from the Final Report of the E-Planning Facilities Scrutiny Review.

Background

2. At a meeting of Economic and City Development Overview and Scrutiny Committee on 20th June 2012 it was agreed to proceed with a review around E-Planning Facilities.
3. A briefing paper prepared by the Head of Development Control set out the fact that the Council, as Local Planning Authority, was obliged to introduce electronic working for dealing with planning proposals. Applicants no longer had to submit paper copies of applications and the Government had a programme of actively encouraging and supporting electronic only submissions. At the time over 40% of applications to City of York Council were received electronically.
4. City of York Council was also looking to cease paper consultation. The Committee was made aware that the Council had been working to minimise printing costs and reduce the time taken to distribute consultations and Parish Councils and Planning Panels were the only external consultees to still receive paper copies.
5. A Task Group appointed to carry out the work on behalf of the Committee presented their Final Report and recommendations to the Committee in November 2012.

6. The Scrutiny recommendations were presented to the Cabinet in December 2012 but the matter was deferred for the consideration by the Cabinet Member at a future Cabinet Member decision session.
7. In July 2013 the Committee was presented with an update on the implementation of the recommendations.
8. Members requested further information as to when Parish Councils would cease to have paper copies of planning applications sent to them. They also requested further details of the charging arrangements in respect of room hire.
9. Members resolved:
 - (i) That a further update on recommendations (iv) and (v) be presented to the Committee.
 - (ii) That the remaining recommendations in respect of the E-Planning Scrutiny Review be formally signed off as complete.

Council Plan

10. E-Planning facilities are, amongst others, used by members of the Public, Parish Councils and Planning Panels. The Building Strong Communities priority in the Council Plan 2011-2015 has a commitment to Community Engagement stating that 'we will introduce new ways for residents to interact with the Council using new technologies and improving communications'.

Implications

11. There are no known financial, human resources, equalities, legal or other implications associated with the recommendations made in this report.

Risk Management

12. In compliance with the Council's risk management strategy there are no known risks associated with this report.

Recommendations

13. Members are asked to note the contents of this report and sign off all recommendations that have been fully implemented.

Reason: To raise awareness of those recommendations which are still be fully implemented.

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Report Approved

Date 13/12/2013

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

All

For further information please contact the author of the report

Annexes

Annex A: Further update information on implementation of E-Planning Facilities Scrutiny Review.

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Annex A

Further Update on Implementation of Approved Recommendations Arising From E-Planning Scrutiny Review

At their meeting on 23 July 2013 Members of the Economic & City Development Overview and Scrutiny Committee resolved that a further update on recommendations (iv) and (v) of the E-Planning Scrutiny Review be presented to the Committee at a future date. They also resolved that the remaining recommendations in respect of the E-Planning Scrutiny Review be formally signed off as complete.

Approved Scrutiny Recommendations	Update on Implementation provided July 2013	Update on Implementation provided January 2014
iv. That a room within West Offices and/or in local libraries be made available (within advertised opening hours) for use by Parish Councils and Planning Panels if they wish to use it and any room to offer audio visual equipment for their use (and where possible a PC or laptop.	Rooms have been used in West Offices particularly by Guildhall Planning Panel who have given positive feedback. Had to change meeting time to during the day but happy with the facilities available. No charging policy is in place as yet	Rooms in West Offices continue to be used by Planning Panels for the monthly meeting, with no charge made. Any charge would in practise would involve internal recharge for a voluntary group

<p>v. That the option to request a paper copy of plans for larger applications remain (a set of criteria to be produced by Head of Development Management against which a request will be judged</p>	<p>It was stated at the sessions that we would be still issuing larger applications on paper – documents over 20 pages long will still be sent.</p>	<p>Other than two from Clifton Without Parish Council shortly after start of e-consultation implementation, there have been no requests for paper copies of plans for larger applications. In any event Major applications are still sent in paper as per the agreed process. Documents within applications that are over 20 pages are sent in paper form.</p>

Economic & City Development Overview & Scrutiny Committee Work Plan 2013/2014

Meeting Date	Work Programme
24 September 2013 @ 5pm	<ol style="list-style-type: none"> 1. Attendance of the Cabinet Member for Transport, Planning & Sustainability 2. First Quarter CYC Finance & Performance Monitoring Report 3. External Funding Scrutiny Review Draft Final Report 4. Implementation Update on Previously Completed Out of Hours Childcare Scrutiny Review 5. Presentation Update on Grand Depart 6. Green Travel Plans (Businesses) Overview/Progress Report 7. Workplan 2013/14
19 November 2013 @ 5pm	<ol style="list-style-type: none"> 1. Attendance of the Cabinet Member for Health, Housing & Adult Social Services 2. Second Quarter CYC Finance & Performance Monitoring Report 3. Implementation Update on Previously Completed Youth Unemployment Scrutiny Review 4. Construction Skills Scrutiny Review – Update Report 5. Update on Newgate Market - success of improvements, EIF bid & information on footfall 6. Workplan 2013/14 including verbal update on Night-time Economy Scrutiny Review
28 January 2014 @ 5pm	<ol style="list-style-type: none"> 1. Draft final report on Night-Time Economy Scrutiny Review 2. Interim report on Construction Skills Scrutiny Review 3. Report on recommendation arising from External Funding Review – Investment Plan – and an overview report of the Economic Strategy and its targets 4. Scoping paper on support for online business / ecommerce skills 5. Update report on Lendal Bridge trial 6. Implementation Update on Previously Completed Youth Unemployment Scrutiny Review 7. Implementation Update on Previously Completed E-Planning Facilities Scrutiny Review 8. Workplan 2013/14
25 th March 2014 @ 5pm	<ol style="list-style-type: none"> 1. Third Quarter CYC Finance & Performance Monitoring Report 2. Six Monthly Update Report on Major Transport Initiatives 3. Six Monthly Update Report on Major Developments within the City of York Council 4. Update report on implementation of recommendations of previously completed Out of Hours Childcare Scrutiny Review 5. Possible Review Topic – Air Quality Compliance, focusing on traffic idling. 6. Workplan 2013/14
29 th April 2014 @ 5pm	<ol style="list-style-type: none"> 1. Draft Workplan 2014/15

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