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Date: Thursday, 10 October 2024

**Dear Councillor,**

**Economy and Environment Overview and Scrutiny Commission**

The next meeting of the **Economy and Environment Overview and Scrutiny Commission** will be held at **10:00** on **Thursday, 17 October 2024** in **Room 77**.

The Agenda for the meeting is attached and reports are enclosed where relevant.

Please Note: It is likely that the public, (including the Press) will be excluded from the meeting during discussions of exempt items since they involve the possible disclosure of exempt information as describe in Schedule 12A of the Local Government Act 1972.

Yours faithfully,

Scrutiny Officer  
for the Chief Executive



Town Clerk Services, Hull City Council,  
The Guildhall, Alfred Gelder Street, Hull, HU1 2AA

**Economy and Environment OSC**

**To: Membership:**

Councillors Burton, Collinson M (C), Gardiner, Herrera-Richmond, Healand, Kassim, Kemp, Preston and Wilkinson

**Officers:**

Chris Jackson, Executive Director Regeneration  
Alex Codd, Assistant Director Economic Development and Regeneration  
Garry Taylor, Assistant Director, Major Projects, Culture & Place  
Antony Spouse, Scrutiny Officer (x5)

**Portfolio Holders:**

Councillor Ross, Leader of the Council  
Councillor Ieronimo, Portfolio: Transportation, Roads and Highways  
Councillor Drake-Davis, Portfolio: Regeneration and Housing  
Councillor Quinn, Portfolio: Environment  
Councillor Pritchard, Portfolio: Culture and Leisure

**Economy and Environment Overview and Scrutiny Commission**

**10:00 on Thursday, 17 October 2024**

**Room 77**

**A G E N D A**

**PROCEDURAL ITEMS**

**1 Declarations of Interest**

To remind Members of the need to record the existence and nature of any Personal and Discloseable Pecuniary interest in items on the agenda, in accordance with the Member Code of Conduct.

(Members Code of Conduct - Part D1 of the Constitution)

**2 Apologies**

To receive apologies for those Members who are unable to attend the meeting.

**3 Minutes of the Meeting held on Thursday, the 12th of September 2024** **5 - 20**

To approve the minutes as a true and accurate record.

**4 Commission Action Tracker** **21 - 22**

To ensure any outstanding actions are being addressed in a timely manner.

**NON-EXEMPT ITEMS**

**5 Portfolio Holder Priorities - Portfolio Holder for Transportation, Roads and Highways 23 - 28**

To enable the Portfolio Holder to outline his priorities for the year ahead, and outline any topic areas he thinks the Commission may wish to explore.

**6 Portfolio Holder Priorities - Portfolio Holder for Regeneration 29 - 34**

To enable the Portfolio Holder to outline his priorities for the year ahead, and outline any topic areas he thinks the Commission may wish to explore.

**7 Regeneration Directorate - Period 5 Revenue Monitoring 2024/25 35 - 46**

To enable the Commission to monitor the revenue budget position and associated actions.

**8 Economic Update 47 - 56**

To update the Commission on the current economic position.

**9 Work Programme 2024-25 57 - 60**

To enable the Commission to review and agree the latest version of the work programme.

**EXEMPT ITEMS**

**Economy and Environment Overview and Scrutiny Commission****10:00 a.m. Thursday, 12 September 2024, Room 77, The Guildhall, Alfred Gelder Street, Hull, HU12AA**

**Present:** Councillors Belcher (substituting for Councillor Wilkinson), Burton, Collinson M (Chair), Herrera-Richmond, Healand and D. Thompson (substituting for Councillor Wilkinson).

Councillor Hofman present for Agenda Item 4 (Humber Freeport) as a Member of Overview and Scrutiny Management Committee.

**In attendance:**

C. Jackson, Executive Director, Regeneration, Hull City Council  
A. Codd, Assistant Director, Economy, Development and Regeneration, Hull City Council  
S. Green, Chief Executive Officer, Humber Freeport  
G. Taylor, Assistant Director, Major Projects, Culture and Place, Hull City Council  
B. Murphy, Senior Capital Programme Manager, Major Projects, Culture and Place, Hull City Council  
R. Stephenson, Head of Highways, Transport Strategy and Design, Major Projects, Culture and Place, Hull City Council  
J. Randle, Head of Place and Highway Infrastructure, Major Projects, Culture and Place, Hull City Council  
A. Spouse, Scrutiny Officer, Committee and Scrutiny, Town Clerk's Service, Hull City Council

**Apologies:** Councillors Gardiner, Kassim, Kemp and Wilkinson

Minute Number		Action to be Taken by
12.	<b>(2) DECLARATIONS OF INTEREST</b>	Scrutiny Officer – AS
No declarations of interest were submitted in regard to the following agenda items.		

13.	<b>(3) MINUTES OF THE MEETING HELD ON THURSDAY, 11 JULY 2024</b>	<b>(a) Scrutiny Officer – AS</b>
The Scrutiny Officer submitted the minutes from the July meeting for consideration and approval by the Commission. The Commission were informed that work to establish a Film Office in the City were ongoing.		
<b>Recommendations:</b>		<b>Reasons for Recommendations:</b>
<b>Agreed:</b>  a) That the minutes of the meeting held on Thursday, 11 July 2024, are agreed, and having been printed and circulated, be taken as read, and correctly recorded and signed by the Chair.		a) N/A

14.	<b>(4) HUMBER FREEPORT</b>	<b>(a-c)</b> C. Jackson / A. Codd / S. Green <b>(d)</b> A. Codd
<p>S. Green, Chief Executive Officer, Humber Freeport, C. Jackson, Executive Director, Regeneration, Hull City Council, A. Codd, Assistant Director, Economy, Development and Regeneration, Hull City Council, and G. Taylor, Assistant Director, Major Projects, Culture and Place, Hull City Council attended for the item.</p> <p>The Humber Freeport Chief Executive Officer explained that:</p> <ul style="list-style-type: none"> <li>i. Freeports had been introduced under the previous Government to help address regional economic imbalances. Eight freeports had been established to date.</li> <li>i. Freeports encompassed four key elements. The first element was tax sites, which offered tax incentives to encourage companies to locate within their boundaries. The Humber Freeport would have three 200-hectare sites, located in Goole, Immingham, and Hull East.</li> <li>ii. The second element was seed capital, which could be used to pump prime the Freeport sites. Humber Freeport had received £25 million in seed capital funding, which had been allocated across seven projects, four of which were based in Hull.</li> <li>iii. The third element was custom sites, which enabled companies to defer paying duty while storing goods, or to use imported materials to manufacture goods on site, before exporting them back out of the country, without having to pay duty.</li> <li>iv. The final element was the investment plan and investment fund that would be generated through the Freeport. Companies locating to the tax sites would receive a five-year business rates holiday, but central Government would still compensate the relevant billing authority. Once the five years was up, the companies would pay the billing authority directly, with the income ring fenced and reinvested in the Freeport. Under current legislation the income stream would be available until 2046 and would represent a significant ongoing investment. Responsibility for reinvesting the pooled funding would sit with the Public Finance Committee and included the four unitary leaders.</li> <li>v. The Freeport was also developing three key themes with a view to driving investment and activity. The first was innovation, the second was net zero (in conjunction with the Humber Energy Board), and the third was skills, developing skills packages with partners and local industry.</li> </ul>		

- vi. The Freeport was a company limited by guarantee. It was also a public private company, with the Board made up of six private sector members and six public sector board members. The six public sector representatives included four local authority representatives and two LEP (Local Enterprise Partnership) representatives, but that was likely to change in the near future. The Board was currently working on establishing the seven seed capital projects and were close to signing off the first custom site. They were also working on the Investment Plan with a draft due to go to the November Board meeting.
- vii. While the Humber Freeport Investment Plan would be an important catalyst for economic growth, it was not the only driver. Other examples included the proposed devolution deal, and the work of Humber Energy Board. Partnership work would be key in drawing those different elements together. The Chief Executive Officer felt the Freeport had helped to promote collaboration, and the new Investment Plan would align with the Humber Economic Strategy and the Net Zero Strategy, as part of a broader collaborative approach.
- viii. The Humber Freeport was an important strategic tool, bringing together the public and private sector to help shape the Humber region's economic future. The benefits of that approach had already been seen over the course of the last fifteen months, with five companies announcing investments through the Freeport. The investment totalled £1.2 billion and was expected to generate between 700 and 800 full time equivalent jobs, with four of the five investments earmarked for Hull.

**The Commission discussed:**

- ix. How the future of the Paul site had been discussed at previous meetings, and what was the current position. The Assistant Director, Economy, Development and Regeneration updated the Commission on the history of the site and its links to the original Siemens investment. The Chief Executive Officer advised the Commission that the site was owned by ABP (Associated British Ports), was central to the Hull East offer, and formed part of the 200 hectares tax site.
- x. Displacement, and how the Freeport was guarding against local companies simply relocating to the site to realise the financial benefits, at the expense of new investors. The Chief Executive Officer advised the Commission that the Freeport framework included tariffs, while Government oversight helped to guard against such behaviour. There were also practical examples of the Government intervening when expected practice was not followed. All of the companies that were investing in the Humber Freeport, were new to the area, with a focus on innovation, which was extremely positive. Half of them also represented new foreign investment in the United Kingdom, which again was extremely positive.

- xi. Whether there would be an opportunity for the Commission to consider the Humber Freeport Investment Plan at a future meeting, which might include taking it as an exempt item, if it was still in the development stage.
- xii. How many of the new jobs were likely to be filled by Hull residents or people from the local area. The Chief Operating Officer advised the Commission that as four out of five investments were planned for Hull East, he hoped the local geography, and associated skills packages, would ensure a high percentage of the new jobs would go to local people. The Assistant Director outlined the partnership work that had taken place with Siemens to upskill the local workforce, and how ninety nine percent of the workforce lived within thirty minutes of the site. The employment data could be circulated off agenda.
- xiii. The importance of innovation, research and development, and working with partners, including the University of Hull. The Chief Operating Officer explained how the Humber was a hotbed for deployment, but not necessarily research and innovation. The Freeport was hoping to work with partners, including the universities, to develop a cluster that would bring all those elements together. The available evidence suggested co-location was key.
- xiv. Hull's links to Raleigh in the United States of America, the success of their research triangle, whether the Freeport could learn from their approach, and whether the links between the two City's could be utilised. The Chief Operating Officer confirmed that the Raleigh Research Triangle was a very good example of what partners were trying to create in the Humber, bringing together state investment, private investment, and local academia.
- xv. How the LEP (Local Enterprise Partnership) had identified the healthcare sector as a key economic driver, and if the Freeport seed funding could be used to attract other, similar companies into the local area, with a view to establishing a major healthcare hub. The Assistant Director advised the Commission that healthcare was a strength within Hull, and would include the East Riding, with Smith and Nephews impending move. Discussions had taken place about which mechanisms might be used to best support the sector, and partners were working together to maximise future opportunities. The Chief Executive Officer advised the Commission that the Freeport seed money had already been allocated to seven projects and needed to be spent within a fixed timescale. He believed the best way to support the healthcare sector in the short term, was to connect the different elements and make sure they were operating efficiently.
- xvi. The LEPs (Local Enterprise Partnership) Industrial Strategy, the focus on decarbonisation, and whether the Freeport was building on that work. The Chief Operating Officer advised the Commission that the Freeport was looking to build on work that had already taken place. The latest global economic data showed huge amounts of investment was going into energy decarbonisation.

xvii. How the concept of Freeports had been met with some initial scepticism and whether the new Government had pledged their support moving forward. The Chief Operating Officer advised the Commission that the noises coming out of Government suggested Freeports were here to stay. Freeports had been established via legislation and the early evidence was that they worked. It was possible that they would be rebranded under the new Government.

Recommendations:	Reasons for Recommendations:
<p><b>Agreed:</b></p> <ul style="list-style-type: none"> <li>a) The Commission welcomes the update on the development of the Humber Freeport and plans moving forward.</li> <li>b) The Commission would welcome the opportunity to consider the new Humber Freeport Investment Plan, and feed into the discussion, at the earliest opportunity.</li> <li>c) That following the discussion on the success of the Raleigh Research Triangle, and the historic links between the two cities, the Humber Freeport Board is asked to explore whether there may be opportunities to build on that relationship moving forward.</li> <li>d) That following the discussion on the number of local jobs created in partnership with Siemens Gamesa, the relevant job data is circulated to Members off agenda, so they can review the impact.</li> </ul>	<ul style="list-style-type: none"> <li>(a) N/A</li> <li>(b) As per the minute</li> <li>(c) As per the minute</li> <li>(d) As per the minute</li> </ul>

15.	<b>(5) LEVELLING UP FUND – CITY CENTRE GRANTS SCHEME UPDATE</b>	<b>(a-b)</b> G. Taylor / B. Murphy
<p>C. Jackson, Executive Director, Regeneration, Hull City Council, G. Taylor, Assistant Director, Major Projects, Culture and Place, Hull City Council, A. Codd, Assistant Director, Economy, Development and Regeneration, Hull City Council, and B. Murphy, Senior Capital Programme Manager, Major Projects, Culture and Place, Hull City Council, attended for the item.</p> <p>The Assistant Director, Major Projects, Culture and Place, introduced the paper and outlined how the Council had secured grant funding through the previous Government’s Levelling Up Fund. The grant funding had been secured on the back of a successful city centre bid, linked to the Albion Square development, which had secured a total of £19.5 million in capital funding. Of that, £7.5 million was identified for a city centre grant scheme, with the Council providing an additional £2 million in match funding. Applicants were also required to match fund at least fifty percent of the project costs. The main aim of the scheme had been to create new jobs and bring unused floor space back into use. The scheme closely resembled the Hight Street Heritage Action Zone and the Humber high Street Challenge Fund and operated alongside other business support schemes. An overview of the scheme and the associated outcomes was contained in section 4 of the report, but the evidence suggested the scheme had been extremely effective, creating over 740 FTE (Full Time Equivalent) jobs, bringing 36,000 sqm of vacant floor space back into use, as well as rehabilitating seventeen dilapidated buildings and eighteen heritage sites. Dialogue continued with Government regarding future funding, and the scheme had been recognised as an example of good practice. The current scheme was expected to conclude towards the middle of 2025, and while a number of applications were still working through the system, a number of additional applications would not be able to be progressed at this stage.</p> <p><b>The Commission discussed:</b></p> <ul style="list-style-type: none"> <li>i. How the application of the grant funding scheme had been reported within the local media, the role of social media in that process, and whether the Council could learn anything from the experience, particularly in relation to communications. The Assistant Director Major Projects, Culture and Place, explained how the story had been reported, the lack of context, and the challenges the City actually faced when it came to attracting major chains into the city centre. The Council had released its own communications outlining the aims of the scheme and the broader wrap around support, but that had not been reflected in the reporting. The Council could perhaps have responded earlier once the media had run the story. The Executive Director advised the Commission that the Council could perhaps do more to develop a suite of information, outlining the full range of support available to businesses across the City.</li> </ul>		

- ii. How major chains tended to make their decisions based on Hull’s population data, and whether a devolution deal might encourage them to take a broader regional approach. The Assistant Director, Major Projects, Culture and Place, advised the Commission that partners were working with a consultant to determine if they could develop an effective data set for the travel to work area, with a view to attracting more businesses to the City.
- iii. Delays, what happened if projects were not delivered as agreed, and whether the grant funding was subject to clawback. The Assistant Director, Major Projects, Culture and Place, advised the Commission that project delivery was monitored on a monthly basis. Money was clawed back as and when necessary and recycled through the scheme.
- iv. If the Government had made any pledges in regard to future city centre grant funding. The Assistant Director, Major Projects, Culture and Place, advised the Commission that any future funding would be aligned to a devolution deal, but the Council was fully prepared, with approximately forty applications/schemes in the pipeline. The Council would continue to lobby Government for further funding, and the fact the Government had identified the scheme as an example of good practice, was very positive. The Assistant Director, Economy, Development and Regeneration, advised the Commission that there was a slight funding pause while the devolution arrangements were being progressed, but city centres tended to be a key focus for Government, and it was hoped a new mayor would be supportive.

Recommendations:	Reasons for Recommendations:
<p><b>Agreed:</b></p> <ul style="list-style-type: none"> <li>a) The Commission notes the update on the delivery of the Levelling Up Fund and welcomes the associated outputs.</li> <li>b) That the Assistant Director is asked to pass on the Commission’s thanks to all those staff involved in administering and delivering the programme.</li> </ul>	<ul style="list-style-type: none"> <li>a) N/A</li> <li>b) N/A</li> </ul>

16.	<b>(6) KEY ROUTE NETWORK (KRN)</b>	<b>(a-b)</b> Leaders Board (L. Hawkins) / G. Taylor / R. Stephenson
<p>C. Jackson, Executive Director Regeneration, G. Taylor, Assistant Director, Major Projects, Culture and Place, Hull City Council, and R. Stephenson, Head of Highways, Transport Strategy and Design, Major Projects, Culture and Place, Hull City Council, attended for the item. The Assistant Director advised the Commission that if a devolution deal was agreed, then there would be a requirement to produce a Key Route Network (KRN). The individual local authorities would remain the respective highway authorities, however the mayor would have powers of direction, creating a partial two-tier system. The KRN had been developed in conjunction with East Riding Council, introducing a number of additional elemental parts relating to highway traffic routes, including routes which saw in excess of 20,000 vehicles per day, and key bus routes. The thinking behind the approach was that in highlighting as many key routes as possible, the Council would be able to maximise funding opportunities.</p> <p><b>The Commission discussed:</b></p> <ol style="list-style-type: none"> <li>i. The status of Salthouse Road and the fact traffic volumes were likely to increase significantly moving forward. The Assistant Director confirmed that Salthouse Road had been highlighted within the KRN as a heavy trafficked route, and would be a route the elected mayor could choose to invest in.</li> <li>ii. Whether a new mayor would be able to greenlight a ring road for the City. The Assistant Director explained that any highways project was dependent on funding. The mayor would invest in existing infrastructure, and could potentially propose new schemes, but funding was likely to be limited, and any major schemes would need to be approved by national Government.</li> <li>iii. How the funding arrangements would work, and if a newly elected mayor, would be responsible for the City's road network when elected. The Assistant Director advised the Commission that the Council would retain responsibility for the local network in its capacity as the local Highways Authority. However, funding would be channelled from Government, through the mayoral office, to the local authorities, in order to maintain the highway networks. Future funding was likely to be awarded in rounds, rather than through a bidding process, which the Council had been very effective at accessing in the past. The KRN would support the new process. The local authorities would work closely with the mayor's office to ensure highways funding was allocated effectively. If there was a disagreement with the mayor's office on where funding should be allocated, and it related to a route on KRN, then the mayor would have the ability to raise a power of direction, but would then have to fund the project.</li> </ol>		

- iv. If it really mattered how many routes the Council included in the KRN. The Assistant Director advised the Commission that they had included as many legitimate routes as possible in the draft KRN to maximise funding opportunities. The expectation was that any new mayor would be keen to invest in a city environment.
- v. Why the stretch of Anlaby Road, between Calvert Lane and the Anlaby Road/Boothferry Road roundabout, had not been included as part of the heavy trafficked route, and the recommendation that it should be added to ensure completeness. The Assistant Director acknowledged the recommendation and agreed to review it outside of the meeting.
- vi. Whether some other key routes should have been included in the draft KRN. The Assistant Director advised the Commission that the KRN only presented an offer of direction and there was the option to review and amend the KRN on an annual basis.
- vii. Whether future developments, such as the Humber Freeport, had been factored into the development of the KRN. The Assistant Director confirmed that future development, including the Freeport, had been factored into the KRN.
- viii. If the Council would have access to more highways funding if the devolution deal was progressed. The Assistant Director advised the Commission that the Mayor would have access to additional funds through the Department for Transport.
- ix. The future of Chapman Street Bridge and whether it could be included in a future KRN with a view to bringing it back into service. The Assistant Director advised the Commission that traffic flows would preclude its inclusion within the KRN, but that did not mean it would not form part of future discussions.

**Recommendations:**

**Reasons for Recommendations:**

**Agreed:**

- a) The Commission recommends that the short section of Anlaby Road, between Calvert Lane and the Anlaby Road/Boothferry Road roundabout, is also included as part of the 'heavy trafficked route' on the Key Route Network (KRN), to ensure completeness.

a) N/A

<p>b) That pending the above recommendation, the Commission supports the recommendations outlined in section 2 of the report with a view to securing future highway investment.</p>	<p>b) N/A</p>
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<p><b>17.</b></p>	<p><b>(7) BRIDGES AND STRUCTURES ASSET MAINTENANCE</b></p>	<p><b>(a-b)</b> C. Jackson / G. Taylor / J. Randle</p>
<p>C. Jackson, Executive Director Regeneration, G. Taylor, Assistant Director, Major Projects, Culture and Place, Hull City Council, and J. Randle, Head of Place and Highways Infrastructure, attended for the item, and the Assistant Director introduced the presentation.</p> <ul style="list-style-type: none"> <li>i. The Bridge Team was responsible for 186 highway structures (bridges, culverts, subways, retaining walls; river wall etc), 20 non-highway structures (mainly for the Marina, Humber and Victoria Dock); the operation of moving bridges, River Hull Harbour authority and Harbour Master; 63 statues and monuments, 7 waterplays and 8 fountains. The team was also responsible for mechanically and electrically inspecting and maintaining 10 non-moving bridges and 14 pumping stations (excl. Victoria Dock pumping station).</li> <li>ii. The Council was also responsible for 21 structures located in the city's parks and gardens e.g. Pearson Park footbridge, as well as 25 third party structures, e.g., the Princes Quay footbridge, which the Council had agreed to maintain over the years. The Council was also the lead local flood authority for Orchard Park Road. Responsibility for all key structural assets now sat with the Major Projects Team.</li> <li>iii. The team was responsible for 17 Grade II listed statues and monuments located on the highway. The primary concern was their structural integrity, but a full heritage assessment had been commissioned with a view to securing additional investment.</li> <li>iv. In terms of governance, the Council followed the DMRB code (Design Manual for Road and Bridges). In terms of governance structures, the Council was responsible for the highway, and structures on the highway, in its role as Highway Authority, reporting directly back to the Department for Transport through the national asset management system.</li> <li>v. The Council carried out five types of inspection relating to highway structures, general inspections, principal inspections, special inspections, superficial inspections and inspections prior to assessment.</li> </ul>		

- vi. If an inspection identified an issue with a bridge, depending on the findings, it could be put under a special inspection regime. Due to their age quite a number of the City's bridges were currently subject to a special inspection regime. The Council had a maintenance team that undertook work on a daily basis.
- vii. The Council currently oversaw 102 structures that required co-ordinated structural reviews and potential assessments. Inspections had taken place on a 12-year cycle, while operating a risk-based approach. They had recently amended that approach to align with the highway inspection regime, undertaking reviews on a 6-year cycle, reflecting the age of the structures.
- viii. In respect of current schemes and stock condition, a number of structures were subject to special measures, such as Drypool Bridge. The Council had brought in specialist contractors and engineers to support the bridge work and look to secure future investment.
- ix. Works planning could take significant time and resources given the number of stakeholders involved. That process could include Network Rail, the Marine Management Organisation, Environment Agency, Historic England, National Highways, statutory undertakers and local businesses, services and schools. The Council had developed good relationships with partner organisations.
- x. The stock condition table (page 55) outlined the current position. Any structure whose condition was not considered to be good or better was subject to a special regime. It meant 78% of the assets were subject to special regime and regular inspection, which was extremely resource intensive. An Asset Strategy was currently in development, and they hoped to bring it to the Commission in the New Year. They hoped the Strategy would help them secure future investment, and establish a pipeline of works, reducing the number of assets that were subject to special measures.
- xi. Other service function included carrying out height surveys of 41 structures with restricted headroom; checking abnormal load movements; managing standard structures; monitoring structural movement; technical approval of highway structures; providing advice to other Council services; undertaking routine maintenance work; inspecting third part structures.

**The Commission discussed:**

- xii. Whether there was a map available to the public that listed the 17 Grade II listed statues and if it could be shared with Member of the Commission.

- xiii. Concerns regarding stock condition, the risk of catastrophic failure and what impact that could have on the City's transport infrastructure. The Executive Director advised the Commission that the improved inspection regime meant the Council had a better understanding of its asset base, and the pipeline projects would help to reduce disruption and risk levels going forward. The Assistant Director confirmed that the Council was currently prioritising bridges on the highway network, such as Drypool Bridge.
- xiv. Plans to develop a new Asset Strategy and if it would replace an existing strategy. The Assistant Director advised the Commission that the Council did not currently have an Asset Strategy, but they followed due process and national guidance. Decisions regarding individual bridges had been brought forward as necessary, but the new Asset Strategy would enable the Council to take a more efficient and strategic approach.
- xv. A £66 million backlog that had been referenced at a previous Commission meeting. The Assistant Director advised the Commission that the £66 million figure applied to the highways backlog, in terms of structural assets the backlog figure was approximately £110 million. Technically the Council did receive some bridge funding from Government, but that only covered the strip of highway spanning the bridge, and no other elements. Many years of lobbying had failed to secure a change in approach, so the only way to fund works was through borrowing. The previous Government had announced some additional funding, following the decision not to progress HS2, with the Council promised £161 million over seven years. At this stage the Council did not know if that funding would still be forthcoming. Extensive lobbying was taking place. It was hoped that an announcement would be made as part of the Government's spending review. A mayoral authority would also have access to more capital, and an asset strategy should help the Council access that funding.
- xvi. The importance of the transport infrastructure to the social and economic wellbeing of the City. The Assistant Director acknowledged the comments and outlined the complexity and interdependencies that existed across the City's transport infrastructure.
- xvii. The relationship between the new Asset Strategy and Economic Impact Assessment, future scenario planning, and bringing the draft Asset Strategy to the Commission in the New Year.
- xviii. The 25 private structures the Council provided inspection services for, and whether the Council were paid for those services. The Assistant Director explained that it was not a chargeable service as it applied to structures that the Council had agreed to service, over many years, for a number of different reasons.

<p>xix. The 20% of stock that was rated as 'Very Poor' and whether there was danger some of the stock was in such poor condition it could have a direct material impact on the City's transport network. The Assistant Director advised the Commission that there were risks, but the Council was fully aware and managing those risks, Drypool Bridge was one such example. The Asset Strategy would also identify structures that may need to be removed moving forward.</p>	
<p><b>Recommendations:</b></p>	<p><b>Reasons for Recommendations:</b></p>
<p><b>Agreed:</b></p> <ul style="list-style-type: none"> <li>a) The Commission welcomes the Bridges and Structures Asset Maintenance Update and looks forward to feeding into the draft Asset Plan in the New Year.</li> <li>b) A map showing the location of statues and monuments, which are the responsibility of the Council, and referenced in the presentation, is circulated to Members off agenda for information.</li> </ul>	<ul style="list-style-type: none"> <li>(a) As per the minute</li> <li>(b) N/A</li> </ul>

<b>18.</b>	<b>(8) WORK PROGRAMME</b>	<b>(a) Scrutiny Officer – AS</b>
<p>The Scrutiny Officer submitted the updated work programme for consideration and agreement.</p>		
<b>Recommendations:</b>		<b>Reasons for Recommendations:</b>
<p><b>Agreed:</b></p> <ul style="list-style-type: none"> <li>a) That the Leader’s Portfolio Update is rescheduled for a future meeting.</li> <li>b) That pending the above action, the latest version of the 2024/25 Work Programme is agreed.</li> </ul>		<ul style="list-style-type: none"> <li>a) N/A</li> <li>b) N/A</li> </ul>



## ECONOMY AND ENVIRONMENT OVERVIEW & SCRUTINY COMMISSION - WORK PROGRAMME 2024-25

Commission Date	Agenda Items	Reason for Submission and Actions	DUE DATE	RAG	Action/Decision Allocation	
13/06/2024	Minutes of the April Meeting	To approve the minutes as a true record.				
13/06/2024	Proposed Highway Improvements to Middlesex Road	To undertake pre-decision scrutiny.				
13/06/2024		c) That more detailed plans are circulated off agenda, plus clarification as to whether the chicanes will be removed, so Members can develop their understanding of the scheme.	Jun-24	A	G. Taylor / R. Stephenson	The developer is completing the Middlesex Road design work, and the drawings will be circulated to Commission Members on completion of that process.
12/09/2024	Humber Freeport - Chief Executive Update	To receive an update on the development and performance of the Humber Freeport.				
12/09/2024		c) That following the discussion on the success of the Raleigh Research Triangle, and the historic links between the two cities, the Humber Freeport Board is asked to explore whether there may be opportunities to build on that relationship moving forward.	2024	A	C. Jackson / A. Codd / S. Green	An update can be sought when the Commission considers the Humber Freeport Investment Plan.
12/09/2024		d) That following the discussion on the number of local jobs created in partnership with Siemens Gamesa, the relevant job data is circulated to Members off agenda, so they can review the impact.	Oct-24	A	A. Codd / N. Turner	Awaiting information.
12/09/2024	Key Route Network	To undertake pre-decision scrutiny.				
12/09/2024		a) The Commission recommends that the short section of Anlaby Road, between Calvert Lane and the Anlaby Road/Boothferry Road roundabout, is also included as part of the 'heavy trafficked route' on the Key Route Network (KRN), to ensure completeness.	Oct-24	A	G. Taylor / R. Stephenson	Awaiting update.



# TRANSPORTATION, ROADS AND HIGHWAYS PORTFOLIO HOLDER PRIORITIES 2024/2025

# 2024/2025 PRIORITIES

1. A closer focus on bridge maintenance with Drypool Bridge the main priority.
2. Increase road safety, particularly along the A165.
3. Encourage and support modal shift.
4. Seek continuous improvement in the management of the road network.

1. Continue to develop and manage the bridge maintenance, inspection and assessment regime for 230 bridges and structures and assets in the city.
2. Following the outcomes of inspections to prepare a capital programme and delivery of high risk and high network impact schemes.
3. Development of the Drypool bridge strengthening scheme is included within the capital programme.
4. Drypool bridge is currently nearing completion of the Early Contractor Involvement phase, where an activity schedule and costed programme of works will be submitted.

## **A closer focus on bridge maintenance with Drypool bridge the main priority**



1. Develop the Safer Roads Fund A165 corridor road safety scheme. Aimed at improving safety for all users. Including a range of interventions at key junctions
2. Develop a scheme to improve safety on Lowgate, principally aimed at activity during the evening economy but with specific improvements e.g. pedestrian crossings, that will support safety across the day.
3. Continue to monitor casualty sites and respond with appropriate engineering solutions.
4. Continue smaller scale interventions that have a safety impact e.g. lining, signing and education engagement.
5. Move towards a whole systems approach and the development of a Vision Zero strategy.

## Increase road safety, particularly along the A165



1. Commence delivery of the Freetown Way and Preston Road cycle schemes, ensuring disruption is mitigated as far as possible.
2. Finalise and undertake public engagement on the Local Cycling and Walking Infrastructure Plan.
3. Continue Modeshift travel planning engagement with businesses to encourage employers and staff to use more sustainable forms of transport for work and their travel to work journey.
4. Continue to seek external funding that will support improvements e.g. TransPennine Trail upgrade, pedestrian and cycle crossings.
5. Ensure schemes and activities are supported by a range of communications and media outputs.
6. Encourage and support walking particularly in local neighbourhoods.
7. Improve the local bus offer.

# Encourage and support modal shift



1. Continue to develop the Street Works Permit Scheme, including improvements to public communication for both planned and emergency road closures to allow the public to plan journeys and modes of transport.
2. Development of the Traffic & Travel Team to support the communication with incidents on the network and to pro-actively monitor the network.
3. Continue and strengthen the alignment of the council's departments, with planning of road work schemes and events that will impact the network.
4. Expand the use of new technologies to improve journey times and facilitate traffic movement.

## **Seek continuous improvement in the management of the road network**



REGENERATION AND HOUSING PORTFOLIO  
HOLDER PRIORITIES

# **REGENERATION**

**2024/25**

# 2024/25 PRIORITIES

1. Choose a Lead Developer Partner for the East Bank project.
2. Oversee the delivery of a new Young Persons' Enterprise Hub at 161 High Street.
3. Drive forward the Local Centres regeneration programmes.
4. Choose a concession partner to deliver an Electric Bike Share scheme in Hull.

1. A vibrant urban village with up to 800 new homes and supporting commercial uses next to the Old Town.
2. Longstanding development aspiration now unlocked by £10m government funding.
3. Development partner procurement process currently live – November end date.
4. High level of quality amongst those developers that have registered interest.
5. Contracting by 31.3.24.



## **CHOOSE A LEAD DEVELOPER PARTNER FOR THE EAST BANK PROJECT**

1. Refurbishment of 161 High Street to create a new Youth Enterprise business incubator/hub and home for the Youth Enterprise & Micro Business team (focus on ground & first floor).
2. The hub's mission is to be a welcoming space in which young people can learn business skills, be amongst inspiring peers and grow in self-confidence.
3. Funded by Levelling Up Partnership (£1.5m) & UK Shared Prosperity (£150k). Goal is to become self-funding with running costs offset by rental income & other activities.
4. Aim to open by Autumn 2025.

## **OVERSEE THE DELIVERY OF A NEW YOUNG PERSON ENTERPRISE HUB AT 161 HIGH STREET**



1. £6m 4-year capital investment programme, plus £1m for community centres.
2. Community defined interventions, focus on landscape highways, public realm, transport connectivity and supporting retail offer.
3. 8 Centres being delivered over 24/5-25/6, and a further 8 to follow.
4. Closely aligned with the £0.75m Stepney Highstreet Accelerator also currently underway.
5. Outcome focus on retail resilience, footfall, community cohesion, perception of place, sustainable transport.

## DRIVE FORWARD THE LOCAL CENTRES REGENERATION PROGRAMMES



## **CHOOSE A CONCESSION PARTNER TO DELIVER AN ELECTRIC BIKE HIRE SHARE SCHEME IN HULL.**

1. A concession scheme allows the Council to make its network and infrastructure available to a partner to deliver an agreed service/intervention.
2. Careful consideration of the supplier through a negotiated process to ensure:
  - Whole city coverage at limited cost to the council, longevity of service.
  - Cheap and easy to understand at point of use.
  - Does not cause obstructions on the footway.
  - Retains bikes at permitted locations etc.
3. Giving our residents more choice and more freedom on how they choose to travel across the city and unlocking the economic benefits of this.



**Regeneration Directorate Update – 2024/2025 Period 5 Revenue Monitoring**

**Briefing Paper of the Director of Legal Services and Partnerships**

**1. Purpose of the Paper and Summary**

- 1.1. To provide an overview of the general fund revenue budget monitoring position for the Regeneration Directorate as at Period 5 and a key point summary of material variances from budget and the management actions being taken where appropriate.

**2. Background**

- 2.1 The budget for 2024-25 set by Council in February 2024 is predicated upon staffing structures, internal / external demands and contractual commitments within the Regeneration Directorate. The budget is monitored for financial considerations each reporting period the outcomes of which are reported formally.

**3. Summary**

- 3.1 This is the second report to Members this financial year and reports the forecast outturn position as understood as at Period 5, the end of August 2024.
- 3.2 The Financial Return at the end of this report shows the position for each service and includes:
- A summary table for the directorate that notes for each service area the full year net budget; the profiled net budget to Period 5, spend to date and the resulting variance to date; and the projected full year / outturn variance.
  - A section for each service area:
    - Outlining the main reasons for the variance to date; this variance is an unadjusted view and does not take account of timing differences or other known adjustments needed in the ledger.
    - Detailing variances from the current approved budget identified by Assistant Directors.
  - A statement of progress on the delivery of efficiency and other savings included in the approved budget.

#### **4. Summary of the Forecast Outturn Position**

- 4.1. Overall, the directorate is forecasting an overspend of £1.519m. This is an improvement compared to Period 2 of £2.243m of which £1.460m is due to the provision for allocation of corporate contingency funding.
- 4.2. There is potential risk of other pressures emerging above the level reported at this time. These are outlined below and they will continue to be monitored throughout the year; mitigations will also continue to be sought but it is possible these may not be able to fully offset any that do materialise.
- 4.3. **Economic Development & Regeneration** – A breakeven position is reported which is an improvement compared to Period 2 of £0.250m.
- 4.4. The position for Hull Training & Adult Education (HTAE) will be better understood when the impact of actual enrolment numbers to the new academic year is known. The forecast for Period 5 is therefore predicated on apprenticeship numbers being as budgeted and required vacancies are filled to fulfil these obligations producing a breakeven position.
- 4.5. The remainder of the service is also forecasting a breakeven position at this point which is an improvement compared to Period 2 of £0.250m. A pressure on employees of £0.250m relating to the full year effect of a restructure is anticipated to be mitigated by vacancies across the service.
- 4.6. There is a risk that planning income will not achieve its budget target and this will be monitored as the year progresses. Development activity in building control has slowed which is having an adverse effect and the Government are consulting on increasing planning fees which is putting at risk the delivery of the £0.110m Other Savings target.
- 4.7. **Property & Assets** – A breakeven position is reported which is an improvement from Period 2 of £0.383m.
- 4.8. The Orchard Centre PFI scheme is forecast to overspend by £0.320m as a result of inflationary increases regards utilities and facilities management for 2023/4 and 2024/25. Budget contingency will look to be provided to offset the noted pressures in future periods once details analysis has been completed on cost pressures.
- 4.9. There are a number of variances across the service that at this point are expected to largely offset each other, it is possible these may vary as the year progresses and these will continue to be monitored. Pressures include the impact of the change in NNDR Council's building and assets £0.250m together with the impact inflation on rents, postal fees and food supplied to adult care homes c£0.140m. Offsetting these are anticipated underspends in Extra Care, cleaning services and school catering.
- 4.10. **Chief Executive** – The forecast underspend of £0.060m is mainly due to savings regards the Director of Regeneration post being vacant for the first few months of the year.

- 4.11. **Major Projects, Culture & Place** - The forecast outturn is of a balanced position which is an improvement compared to Period 2 of £0.431m.
- 4.12. The cyclic programme of electrical testing of street lighting assets continues to be a pressure and is forecast to overspend by £0.140m mainly a result of inflation and city growth. Budget contingency will look to be provided to offset the noted pressures in future periods once details analysis has been completed on cost pressures.
- 4.13. A number of areas of risk continue to be monitored including the Police contract for Hull Fair, profit share income from Connexion Live Arena and management fee income re CIB works.
- 4.14. The position includes an additional £0.100m allocated to the service via the 2023/24 General Fund surplus as per the Outturn report to meet the costs of support to the Humber Street Sesh Festival and Hull Volunteer Programme that otherwise would be a pressure.
- 4.15. **Building & Design** – The current forecast is a breakeven position.
- 4.16. Energy: the electricity and gas budgets relate to the Council building portfolio. The Period 5 forecast currently does not expect a significant variation from the budget of £5.9m but may be subject to some movement in later months.
- 4.17. Electricity prices are fixed for 2024/25; usage is fairly steady across the estate and consumption can generally be well predicted. Gas costs may be more variable as they are subject to the impact of both price and volume changes; prices are not fixed, wholesale market prices have been fairly steady but they are sensitive to geopolitical events which, when they occur, can result in significant changes. In addition, usage is weather dependent and a harsh winter would affect the overall spend.
- 4.18. Expenditure on water is currently a little above profile and will continue to be monitored.
- 4.19. Repairs and Maintenance. It has been recognised that a higher level of works is required than this budget can support. A review of the planned maintenance programme is underway to consider the work schedule and how this may be enhanced to deal with these needs going forward in order to reduce the call for reactive intervention and the pressure on this budget. The current forecast therefore does not assume any variance.
- 4.20. **Streetscene** - The forecast outturn is an overspend of £1.579 which is an improvement compared to the last monitoring round of c£1m due to provision of corporate contingency allocation.
- 4.21. Waste services is forecasting a pressure of c£2m. This encompasses: i) higher waste disposal costs arising from inflationary increases relating to both 2023/24 and 2024/25, together with higher processing costs being incurred to comply with revised guidance issued by the Environment Agency; ii) income from the sale of recyclable materials continues to be subject to changes in the global market and there is a risk the income target will not be met. Budget contingency will look to be

provided to offset the noted pressures in future periods once details analysis has been completed on cost pressures.

- 4.22. Transport is forecast to overspend by £0.336m. This is due to higher hire costs of replacement refuse collection and grounds maintenance vehicles together with the continued higher cost of fuel above budgeted levels.
- 4.23. The efficiency saving regards CCTV camera infrastructure is dependent on a level of investment and will not be able to be realised this year resulting in a pressure of £0.200m.
- 4.24. There are a number of risks that require close monitoring and further information will be provided in future monitoring rounds. These include higher contractual costs, for example regards CCTV, Real Time and concessionary fares, and the more prevalent use of electronic payments for car parking which incurs higher processing fees. The position for car parking related income will be better understood as the year progresses and the impact of construction works across the City and bus lanes reverting to peak times is clearer however, there is a risk these budgets will also be under some pressure.
- 4.25. **Savings** – The efficiency savings for the directorate agreed in the budget setting process total £0.462m, there are also expected vacancy management savings of £0.964m. The current view of their deliverability is included in the Financial Summary at the end of this report.
- 4.26. There is a risk that elements of these savings may not be met this year and future monitoring reports will update on progress as these positions becomes more certain. Plans are in place to deliver the majority of the vacancy savings targets and the Panel management process undertaken by Assistant Directors provides scrutiny and challenge of all vacancies.

<b>Efficiency Savings</b>		£'000
<b>Target</b>		
Streetscene	Round Optimisation, waste collection	12
Streetscene	CCTV cameras	200
Building Design Services	Energy Reduction, (LED) lighting and solar panels	250
		462

<b>Vacancy Savings</b>		£'000
Economic Development & Regeneration		392
Major Projects, Culture & Place		46
Property & Assets		118
Streetscene		388
		964

**Chris Jackson**

## Director Regeneration

Contact Officer: Wendy Lightfoot  
Telephone No: (61) 3682  
Officer Interests: None  
Background Documents: None

## Financial Summary

The financial summary for each service area includes a forecast outturn for each Service Area together with an explanation of major profiled variances to date.

Director of Regeneration Services					Period	5
1.1 Summary Directorate Position						
Director of Regeneration Services Service Area	Full Year Budget £'000	Profiled budget to date £'000	Actual to date £'000	Variance to date £'000	Projected Variance from Budget £'000	
Economic Development	5,323	38	-752	-790	0	
Property & Assets	2,709	2,524	1386	-1,138	0	
Chief Executive	1,000	415	371	-44	-60	
Major Projects, Culture	6,974	4,373	3,802	-571	0	
Building and Design	8,265	3,988	5,231	1,244	0	
Streetscene	32,889	12,984	15,446	2,462	1,579	
<b>NET EXPENDITURE</b>	<b>57,160</b>	<b>24,322</b>	<b>25,484</b>	<b>1,163</b>	<b>1,519</b>	
1.2 Economic Development and Regeneration						
Service Area	Full Year Budget £'000	Profiled budget to date £'000	Actual to date £'000	Variance to date £'000	Projected Variance from Budget £'000	
Economic Development	5,323	38	-752	-790	0	
Assistant Director comments on the Service year to date variance						
Comments/ reasons for variance				Value of year to date variance from Budget		
Agreed Government grant receipts within HTAE are behind profile				-642		
Vacancy savings across the service				-148		
<b>Total variance to date</b>				<b>-790</b>		
Assistant Director comments on the Service projected position						
Comments/ reasons for variance				Value of projected variance from Budget	£'000	
HTAE is reporting a breakeven position at this stage of the financial year, pending analysis/ review of September enrolment numbers.						
<b>Total Service Area projected variance</b>					<b>0</b>	
Comments on actions/ assumptions				Value of corrective actions/ assumptions needed for position reported	£'000	
<b>Total Service Area corrective actions/ assumptions</b>					<b>0</b>	
<b>Net Service Area variance</b>					<b>0</b>	

1.3 Property & Assets					
Service Area	Full Year Budget £'000	Profiled budget to date £'000	Actual to date £'000	Variance to date £'000	Projected Variance from Budget £'000
<b>Property &amp; Assets</b>	2,709	2524	1386	-1138	0
Assistant Director comments on the Service year to date variance					
Comments/ reasons for variance				Value of year to date variance from Budget £'000	
Profiling of commercial rents income - invoiced ahead of agreed budget profile				-598	
Government grant income for Place Pilots - carried forward from 2023-24 currently with no budget profile.				-340	
Employees - Due to the reduction in contracted catering services to schools. This and the related income budget to be realigned to reflect cessation of these services.				-200	
<b>Total variance to date</b>				<b>-1,138</b>	
Assistant Director comments on the Service projected position					
Comments/ reasons for variance				Value of projected variance from Budget £'000	
Orchard Centre PFI - Inflation on rent, utilities and facilities management due to CPI increase for 23/24 & 24/25					320
<b>Total Service Area projected variance</b>					<b>320</b>
Comments on actions/ assumptions				Value of corrective actions/ assumptions needed for position reported £'000	
Corporate Contingency					-320
<b>Total Service Area corrective actions/ assumptions</b>					<b>-320</b>
<b>Net Service Area variance</b>					<b>0</b>

1.4 Chief Executive						
Director of Regeneration Services	Full Year Budget	Profiled budget to date	Actual to date	Variance to date	Projected Variance from Budget	
Service Area	£'000	£'000	£'000	£'000	£'000	£'000
<b>Chief Executive</b>	1,000	415	371	-44		-60
Assistant Director comments on the Service year to date variance						
Comments/ reasons for variance				Value of year to date variance from Budget £'000		
<b>Total variance to date</b>				<b>0</b>		
Assistant Director comments on the Service projected position						
Comments/ reasons for variance					Value of projected variance from Budget £'000	
Saving resulting from Director of Regeneration post vacancy for part of the year.						-60
<b>Total Service Area projected variance</b>						<b>-60</b>
Comments on actions/ assumptions					Value of corrective actions/ assumptions needed for position reported £'000	
<b>Total Service Area corrective actions/ assumptions</b>						<b>0</b>
<b>Net Service Area variance</b>						<b>-60</b>

1.5 Major Projects, Culture and Place					
Service Area	Full Year Budget £'000	Profiled budget to date £'000	Actual to date £'000	Variance to date £'000	Projected Variance from Budget £'000
<b>Major Projects, Culture and Place</b>	6,974	4,373	3,802	-571	0
Assistant Director comments on the Service year to date variance					
Comments/ reasons for variance				Value of year to date variance from Budget £'000	
Supplies & Services - (1) Safer Roads Humber expenditure to be moved to the capital programme, £187k. (2) Timing difference re: PFI Energy Charges, £273k. (3) Expenditure £213k ahead of profile which is funded by grant income not yet received, budget adjustments required to reflect these spend regards Active Through Football, Bikeability, Capability Fund & Hull Volunteering Programme.				673	
Government Grants - New grant income received £187k plus £809k income carried forward from 2023-24; budget profiles are to be created.				-996	
Customer & Client Receipts - Highways England invoiced for contributions earlier than anticipated and income carried forward from last financial year regards Highways &				-307	
Recharges - Lower management fee income re charges to Area Based Capital CIB schemes.				37	
<b>Total variance to date</b>				<b>-593</b>	
Assistant Director comments on the Service projected position					
Comments/ reasons for variance				Value of projected variance from Budget £'000	
Street Lighting - Electrical Testing of Street Lighting Assets - 6 year continuous cyclic programme - base budget pressure.				140	
<b>Total Service Area projected variance</b>				<b>140</b>	
Comments on actions/ assumptions				Value of corrective actions/ assumptions needed for position reported £'000	
Corporate Contingency				-140	
<b>Total Service Area corrective actions/ assumptions</b>				<b>-140</b>	
<b>Net Service Area variance</b>				<b>0</b>	

<b>1.6 Building and Design</b>					
	<b>Full Year Budget</b>	<b>Profiled budget to date</b>	<b>Actual to date</b>	<b>Variance to date</b>	<b>Projected Variance from Budget</b>
<b>Service Area</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>	<b>£'000</b>
<b>Building and Design</b>	8,265	3,988	5,231	1,244	0
Assistant Director comments on the Service year to date variance					
Comments / reasons for variance				Value of year to date variance from Budget £'000	
<b>Total variance to date</b>				<b>0</b>	
Assistant Director comments on the Service projected position					
Comments / reasons for variance				Value of projected variance from Budget £'000	
<b>Total Service Area projected variance</b>				<b>0</b>	
Comments on actions / assumptions				Value of corrective actions / assumptions needed for position reported £'000	
<b>Total Service Area corrective actions/ assumptions</b>				<b>0</b>	
<b>Net Service Area variance</b>				<b>0</b>	

1.7 Streetscene					
Service Area	Full Year Budget £'000	Profiled budget to date £'000	Actual to date £'000	Variance to date £'000	Projected Variance from Budget £'000
Streetscene	32,889	12,984	15,446	2,462	1,579
Assistant Director comments on the Service year to date variance					
Comments/ reasons for variance				Value of year to date variance from Budget £'000	
Employee - Vacancy savings across the service.				-170	
Transport- KWL fleet costs are c£170k over profile; of this c£110k relates to higher costs of replacement refuse collection and mower vehicles with c£50k undelivered contract saving. Gas & oil purchases are £50k over profile which will smooth out. These are offset by c£95k variances, relating to grant funding, and £53k re supported bus services that are timing differences.				140	
Transfer Payments- Concessionary fares payment processed earlier than scheduled which will be rectified for the next monitoring round.				2382	
Supplies and Services- Higher waste disposal costs due to inflation and contribution to Humberside Emergency Planning Service paid earlier than anticipated.				516	
Government grants- Allocation of further BSP+ grant funding, budget is to be adjusted to reflect this.				-570	
Customer Client Receipts- Sale of recyclable materials and car parking income.				345	
Recharges- Passenger Transport Services are a month behind with the recharges.				209	
Dept. Recharges- Recharge to HRA processed earlier than profile anticipates.				-390	
<b>Total variance to date</b>				<b>2462</b>	
Assistant Director comments on the Service projected position					
Comments/ reasons for variance				Value of projected variance from Budget £'000	
Transport - Mainly increase of hire cost of replacement refuse collection and mower vehicles.				336	
Waste disposal - inflation and contract changes relating to 23-24 and 24-25 together with shortfall in income from sale of recyclable materials.				2043	
CCTV Cameras - Efficiency saving; capital investment required to deliver on-going revenue saving.				200	
<b>Total Service Area projected variance</b>				<b>2579</b>	
Comments on actions/ assumptions				Value of corrective actions/ assumptions needed for position reported £'000	
Corporate contingency, waste				-1,000	
<b>Total Service Area corrective actions/ assumptions</b>				<b>-1,000</b>	
<b>Net Service Area variance</b>				<b>1,579</b>	

1.8 Efficiency Savings						
Service Area / Directorate	Programme/Project	Savings Target	Savings expected to be achieved	Savings Variance	RAG (Red / Amber / Green) Rating of current risk position	Explanation for variance
		2024/ 25	2024/ 25	2024/ 25		
		£000's	£000's	£000's		
Building & Design	Energy Reductions	250	250	0	GREEN	Will be impacted by the severity of winter and variable market prices for gas for the remainder of the year.
Streetscene	Round Optimisation - waste collection	12	12	0	GREEN	
Streetscene	CCTV cameras	200	0	-200	RED	The revenue saving is dependent upon capital investment which will not occur this year.
<b>Total Regeneration</b>		<b>462</b>	<b>262</b>	<b>-200</b>		

1.9 Vacancy and Other Savings						
Service Area / Directorate	Programme/Project	Savings Target	Savings expected to be achieved	Savings Variance	RAG (Red / Amber / Green) Rating of current risk position	Explanation for variance
		2024/ 25	2024/ 25	2024/ 25		
		£000's	£000's	£000's		
Economic Development &	Vacancies	90	90	0	GREEN	
Economic Development &	Income uplift - Consultant fees	75	75	0	GREEN	
Economic Development & Regeneration	Income uplift - Fees and Charges	110	110	0	GREEN	This is at risk; the Government are consulting on increasing planning fees and it is possible this may not all be achieved this year.
Economic Development & Property & Assets	Non Pay Budget Savings	117	117	0	GREEN	
Major Projects	Corporate Estate disposals/ savings	118	118	0	GREEN	Risk some disposals may not happen this year; looking at possible areas of mitigation.
Major Projects	Capitalisation of Costs	46	46	0	GREEN	
Major Projects	Vacancies (Bridges & Networks)	20	20	0	GREEN	Until a permanent solution is made, mitigations are being sought to offset this.
Streetscene	Vacancies	107	107	0	GREEN	
Streetscene	Other Staff Savings - Capitalisation, HRA and reduced Overtime	66	66	0	GREEN	
Streetscene	Non Pay Budget Savings	80	80	0	GREEN	
Streetscene	Income Uplift - Fees and Charges	50	50	0	GREEN	Dependent on implementation of Traffic & Travel team.
Streetscene	Commercial Development Officer Income	50	50	0	GREEN	
Streetscene	Grant Monies	35	35	0	GREEN	Awaiting Extended Produce Responsibility funding estimate from government in November 24.
<b>Total Regeneration</b>		<b>964</b>	<b>964</b>	<b>0</b>		



# ECONOMIC UPDATE

## Economy and Environment Overview and Scrutiny Commission

Alex Codd - Assistant Director Economic  
Development and Regeneration

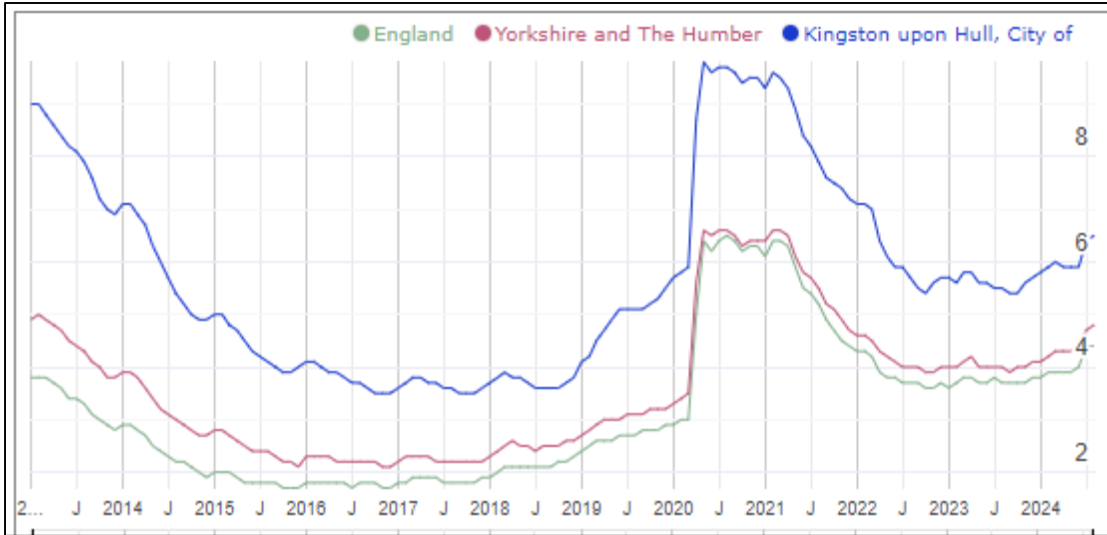
17 October 2024



# Key Issues

- National Budget – 30 October 2024
- UKSPF & Universal Support
- HEY Business & Skills Boards
- Economic Update

# Unemployment Benefit Claimants, August 2024



	Hull No	Hull %	Eng %
Total 16+	11,245	6.5%	4.4%
Males	6,400	7.4%	4.8%
Females	4,845	5.7%	4.0%
Aged 16 – 17	45	0.7%	0.2%
Aged 18 – 24	2,035	8.1%	5.4%
Aged 25 – 49	6,800	7.4%	5.1%
Aged 50 +	2,365	4.8%	3.3%

Year on Year Change (Aug 23 – Aug 24)	Change in Claimant Numbers		Percentage Point Change in Rate	
	Change	Direction	Change	Direction
Total 16+	+ 1,760	▲	+1.0pp	▲
Males	+ 740	▲	+0.9pp	▲
Females	+ 1,020	▲	+1.2pp	▲
Aged 16 – 17	+ 15	▲	+0.2pp	▲
Aged 18 – 24	+ 285	▲	+1.1pp	▲
Aged 25 – 49	+ 1,190	▲	+1.3pp	▲
Aged 50 +	+ 270	▲	+0.6pp	▲

# Unemployment Benefits, Comparator Authorities

Hull's closest nearest neighbour comparator authorities linked to population size and density, age structure, levels of deprivation, health and housing stock, etc.

Local Authority	Aug. 2023, %	Aug. 2024, %	Percentage Point Change	
Wolverhampton	7.4%	8.2%	+0.8pp	▲
Sandwell	6.1%	7.5%	+1.4pp	▲
Rochdale	5.7%	7.1%	+1.4pp	▲
Blackburn with Darwen	5.1%	6.8%	+1.7pp	▲
Middlesbrough	5.8%	6.6%	+0.8pp	▲
Bolton	5.4%	6.5%	+1.1pp	▲
Kingston upon Hull, City of	5.5%	6.5%	+1.0pp	▲
Stoke-on-Trent	5.4%	6.4%	+1.0pp	▲
Liverpool	5.7%	6.4%	+0.7pp	▲
Derby	4.8%	5.8%	+1.0pp	▲
Salford	5.1%	5.6%	+0.5pp	▲
Tameside	4.7%	5.3%	+0.6pp	▲
Newcastle upon Tyne	4.3%	4.8%	+0.5pp	▲
Gateshead	4.5%	4.8%	+0.3pp	▲
Halton	4.3%	4.7%	+0.4pp	▲
Sunderland	4.4%	4.7%	+0.3pp	▲
<b>AVERAGE</b>	<b>5.3%</b>	<b>6.1%</b>	<b>+0.8pp</b>	<b>▲</b>

# Labour Market Statistics, April 2023-March 2024

	Hull No	Hull %	Eng %	Hull Annual Change (No)		Hull Annual Change (Percentage Points)	
<b>Economically Active</b>	<b>122,600</b>	<b>70.7%</b>	<b>78.8%</b>	- 8,700	▼	-4.5pp	▼
- In Employment	120,200	69.3%	75.7%	- 4,900	▼	-2.2pp	▼
- Employees	110,900	64.0%	66.2%	- 3,000	▼	-1.1pp	▼
- Self Employed	8,300	4.9%	9.3%	- 1,400	▼	-0.8pp	▼
- Unemployed	3,600	2.9%	3.9%	- 2,200	▼	-1.6pp	▼
<b>Economically Inactive</b>	<b>49,600</b>	<b>29.3%</b>	<b>21.2%</b>	+ 7,600	▲	+4.5pp	▲
- Wants a Job	16,300	32.8%	17.5%	+ 6,400	▲	+9.3pp	▲
- Does Not Want A Job	33,300	67.2%	82.5%	+ 1,200	▲	-9.3pp	▼

# Gross Value Added (GVA), 2023

	Hull	England	Hull Annual Change (£)	
Total GVA (£ mill)	£6,930		+ £605 mill	▲
GVA Per Head (£)	£25,776	£33,976	+ £2,043	▲

Key Sectors	Hull Total (£ mill)	Hull Per Head (£)	Eng Per Head (£)	Hull Total Annual Change (£)	
Manufacturing	£1,677	£6,238	£3,085	+ £215m	▲
Wholesale and Retail Trade	£780	£2,901	£3,583	+ £69m	▲
Human Health and Social Work	£766	£2,849	£2,532	- £74m	▼
Real Estate	£646	£2,403	£4,346	+ £85m	▲
Construction	£575	£2,139	£2,113	+ £85m	▲
Education	£541	£2,012	£2,030	+ £62m	▲

# Businesses, 2023

	Hull	England	Hull Annual Change	
Total Enterprises	6,690		- 115	▼
Enterprises per 1,000 Population	25.1	41.9	- 0.4	▼

	Hull (No)	Hull (%)	Eng (%)	Hull Annual Change (No)	
Micro (0 – 9 Employees)	5,620	84.0%	89.2%	- 125	▼
Small (10 – 49 Employees)	870	13.0%	8.8%	+ 15	▲
Medium (50 – 249 Employees)	150	2.2%	1.6%	- 5	▼
Large (250 + Employees)	50	0.7%	0.4%	No Change	-

Largest Business Sectors (Most Number of Enterprises)	Hull No	Hull %	Hull Annual Change (No)	
561 : Restaurants and mobile food service activities	435	6.5%	- 25	▼
432 : Electrical, plumbing & other construction installation activities	345	5.2%	- 10	▼
960 : Other personal service activities	300	4.5%	+ 5	▲
433 : Building completion and finishing	250	3.7%	- 15	▼
494 : Freight transport by road and removal services	245	3.7%	- 35	▼
829 : Business support service activities n.e.c.	220	3.3%	+ 5	▲
412 : Construction of residential and non-residential buildings	205	3.1%	+ 15	▲

# Employee Jobs, 2022

	Hull	England	Hull Annual Change	
Total Jobs	139,000		+ 2,000	▲
Jobs Per 1,000 16 – 64 Population	0.81	0.88	+ 0.02	▲

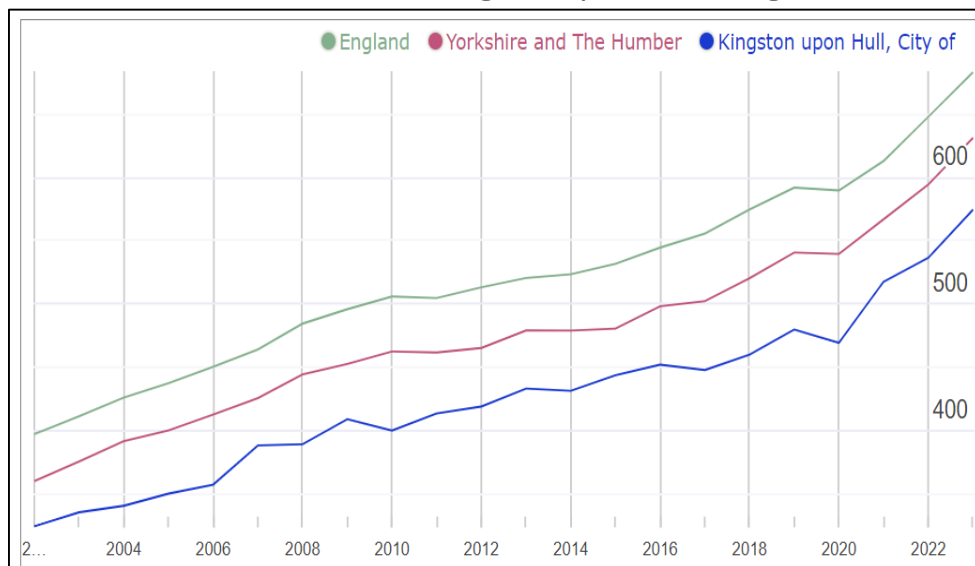
Largest Employment Sectors (Most Number of Employees)	Hull No	Hull %	Hull Annual Change (No)	
861 : Hospital activities	8,000	6.3%	-	-
471 : Retail sale in non-specialised stores	7,000	5.5%	+ 1,000	▲
889 : Other social work activities without accommodation	5,000	3.9%	+ 1,000	▲
782 : Temporary employment agency activities	4,500	3.5%	- 500	▼
852 : Primary education	4,500	3.5%	-	-
853 : Secondary education	4,000	3.1%	-	-

Strength Employment Sectors (Larger % of Employment in Hull Compared to England)	% Hull	% Eng	Diff	Hull Annual Change (No)	
889 : Other social work activities without accommodation	3.9%	1.9%	+2.0pp	+ 1,000	▲
822 : Activities of call centres	2.0%	0.2%	+1.8pp	+ 750	▲
471 : Retail sale in non-specialised stores	5.5%	3.8%	+1.7pp	+ 1,000	▲
222 : Manufacture of plastics products	2.0%	0.4%	+1.6pp	+ 500	▲
281 : Manufacture of general purpose machinery	1.6%	0.2%	+1.4pp	+ 1,000	▲
101 : Processing and preserving of meat and production of meat products	1.6%	0.3%	+1.3pp	-	-

# Earnings, 2023

Median Weekly Full Time Earnings	Hull	England	Hull Annual Change	
Residence Based (Live in Hull)	£574.70	£683.40	+ £38.10	▲
Employee Based (Work in Hull)	£609.00	£683.50	+ £30.30	▲

## Residence Based Earnings Gap With England



Earnings Gap 2022	£111.60
Earnings Gap 2023	£108.70
Change in Earnings Gap	-£2.90 ▼

## Residence Based Earnings by Percentile

	2022	2023	Annual Change	
10 percentile	£375.40	£404.90	+ £29.50	▲
20 percentile	£421.90	£444.20	+ £22.30	▲
25 percentile	£439.40	£460.00	+ £20.60	▲
30 percentile	£459.40	£483.40	+ £24.00	▲
40 percentile	£500.00	£533.10	+ £33.10	▲
60 percentile	£588.90	£619.10	+ £30.20	▲
70 percentile	£645.60	£670.90	+ £25.30	▲
75 percentile	£693.90	£716.00	+ £22.10	▲
80 percentile	£748.40	£760.30	+ £11.90	▲
90 percentile	N/A	£911.40	N/A	N/A

Difference Between 10% and 90% 2023	£506.50
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## Economy and Environment Scrutiny – Work Programme 2024/25

13 June 2024	11 July 2024	12 September 2024	17 October 2024	14 November 2024
<b>Formal</b>	<b>Formal</b>	<b>Formal</b>	<b>Formal</b>	<b>Possible Informal Meeting</b>
<p><u>Standing Items</u></p> <p><u>Themed / Other Reports</u></p> <p><u>Pre-decision scrutiny</u></p> <ol style="list-style-type: none"> <li>1. Middlesex Road Highway Improvement Scheme</li> <li>2. LUP Centre for Green Technology</li> </ol>	<p><u>Standing Items</u></p> <ol style="list-style-type: none"> <li>1. PH Leisure and Tourism</li> </ol> <p><u>Themed / Other Reports</u></p> <ol style="list-style-type: none"> <li>2. Cultural Strategy &amp; UNESCO City of Music Bid</li> </ol> <p><u>Pre-decision scrutiny</u></p>	<p><u>Themed / Other Reports</u></p> <ol style="list-style-type: none"> <li>1. Humber Freeport - Chief Executive Update</li> <li>2. Levelling Up Programme and Projects Update</li> <li>3. Bridges and Structures Asset Maintenance</li> </ol> <p><u>Pre-decision scrutiny</u></p> <ol style="list-style-type: none"> <li>4. Key Route Network</li> </ol> <p><u>Informal Meeting</u></p> <ol style="list-style-type: none"> <li>5. Director of Regeneration - Meet and greet.</li> </ol>	<p><u>Portfolio Holder Updates x 2</u></p> <ol style="list-style-type: none"> <li>1. PH - Regeneration and Housing</li> <li>2. PH - Transport</li> </ol> <p><u>Standing Items</u></p> <ol style="list-style-type: none"> <li>3. Revenue Budget Update</li> </ol> <p><u>Themed / Other Reports</u></p> <ol style="list-style-type: none"> <li>4. Economic Update</li> </ol> <p><u>Pre-decision scrutiny</u></p>	<p><u>Standing Items</u></p> <p><u>Portfolio Holder Updates x 2</u></p> <ol style="list-style-type: none"> <li>1. Leader of the Council</li> <li>2. PH – Climate Change and Sustainability</li> </ol> <p><u>Themed / Other Reports</u></p> <p>Living with Water Update, hosted by, and including a visit to the University of Hull (water storage / grey water / SUDS)</p> <p><u>Pre-decision scrutiny</u></p>
12 December 2024	23 January 2025	13 February 2025	13 March 2025	17 April 2025
<b>Formal</b>	<b>Formal</b>	<b>Formal</b>	<b>Formal</b>	<b>Formal</b>
<p><u>Standing Items</u></p> <p><u>Themed / Other Reports</u></p> <p>Cultural Sector Round Table discussion and NPO Investment (Curated &amp; hosted by the Regen Directorate)</p> <p><u>Pre-decision scrutiny</u></p> <p>Parking Enforcement Cultural Strategy and UNESCO Bid</p>	<p><u>Standing Items</u></p> <ol style="list-style-type: none"> <li>1. Revenue Budget Update</li> </ol> <p><u>Themed / Other Reports</u></p> <ol style="list-style-type: none"> <li>2. Visitor Economy (Including culture Hull and local visitor economy)</li> <li>3. City Centre Update - Including Night-Time Economy Task and Finish Panel Review</li> <li>4. UK Shared Prosperity Fund</li> </ol> <p><u>Pre-decision scrutiny</u></p> <ol style="list-style-type: none"> <li>5. Local Transport Plan</li> </ol>	<p><u>Standing Items</u></p> <p><u>Themed / Other Reports</u></p> <ol style="list-style-type: none"> <li>1. Hull Training &amp; Adult Education Annual Report &amp; Performance Review.</li> <li>2. Young Entrepreneurs and Youth Enterprise</li> </ol> <p><u>Pre-decision scrutiny</u></p>	<p><u>Standing Items</u></p> <ol style="list-style-type: none"> <li>1. Revenue Budget Update</li> </ol> <p><u>Themed / Other Reports</u></p> <p><u>Pre-decision scrutiny</u></p>	

## Economy and Environment Scrutiny – Work Programme 2024/25

### Provisional Future Pre-Decision Scrutiny:

- Park and Ride Service
- Parking Improvement Plan
- City Centre Parking Strategy
- Hull Climate Change and Nature Strategy
- Hull City Council Asset Plan **(Early 2025)**

### Recurring/Future Agenda Items:

- Humber Freeport Investment Plan **(Potentially November 2024)**
- Major Projects Update
- Local Transport Plan
- City Centre Masterplan Development
- Bus Update
- Rail Update

### Portfolio Holders:

Councillor Ieronimo	Councillor Drake-Davis	Councillor Quinn	Councillor Pritchard	Councillor Ross
<p><b>PH: Transportation, Roads, Highways</b></p> <ul style="list-style-type: none"> <li>• Highways and Transport</li> <li>• Lead Transport for the North</li> <li>• Local Transport Plan</li> <li>• Modal Shift</li> <li>• Footpaths and Cycleways</li> <li>• Network Management and Operational Highways</li> <li>• Bus Partnership</li> <li>• Car Parking / Parking Enforcement</li> <li>• Liaison A63</li> <li>• Bridges and Rivers</li> </ul>	<p><b>PH: Regeneration and Housing</b></p> <ul style="list-style-type: none"> <li>• Local Plan and Planning Policy</li> <li>• Economic and Business Regeneration</li> <li>• Major Projects</li> <li>• Jobs and Skills Strategic Planning</li> </ul>	<p><b>PH: Environment</b></p> <ul style="list-style-type: none"> <li>• Climate Change and Sustainability</li> </ul>	<p><b>PH: Culture and Leisure</b></p> <ul style="list-style-type: none"> <li>• City Cultural Regeneration Strategy</li> <li>• HCAL Lead</li> <li>• Department Lead for Tourism</li> <li>• Bonus Arena / Ice Arena</li> </ul>	<p><b>Leader of the Council</b></p> <ul style="list-style-type: none"> <li>• Lead for Business Engagement</li> <li>• Promoting the City / Raising the Profile</li> <li>• Economic Investment</li> <li>• Strategic Lead for Tourism</li> <li>• Hull Yorkshire Maritime City (with the Deputy Leader)</li> </ul>
<b>Meeting:</b> 17 October 2024	<b>Meeting:</b> 17 October 2024	<b>Meeting:</b> 14 November 2024	<b>Attended:</b> 11 July 2024	<b>Meeting:</b> 14 November 2024

# Economy and Environment Scrutiny – Work Programme 2024/25

## 1.1 **Economy and Environment Overview and Scrutiny Commission Terms of Reference**

1.1.1 Composition: The composition of the Commission shall be 9 Councillors who may draw on non-voting expert witnesses as and when appropriate.

1.1.2 The quorum shall be three voting members.

1.1.3 The following services, functions and issues and fall within the remit of this Committee:

- City economy, employment and enterprise, including Economic Strategy
- Economic investment including Government funded programmes.
- Economic partnerships, including Humber Freeport and Hull BID (Business Improvement District)
- Visitor destination, including tourism, cultural offer and commercial leisure attractions.
- City centre regeneration and planning including major projects.
- Citywide regeneration and planning, including major projects.
- Strategic Transport, including Local Transport Plan, green and active travel infrastructure, regional and national policy.
- Transport for the North
- Climate change and the Hull 2030 Carbon Neutral Strategy
- Energy, including green/energy infrastructure, energy conservation, future proofing and key partnerships.
- Green city and bio-diversity net gain
- Flood risk planning and management, including Living with Water Partnership
- Highways Capital Programme
- Hull Training and Education, self-assessment and performance

