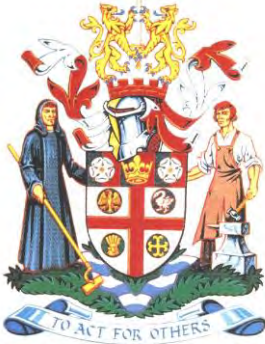


Selby District Council



Agenda

Meeting: **Executive**
Date: **Thursday 3 August 2017**
Time: **4.00pm**
Venue: **Committee Room**
To: **Councillors M Crane (Chair), J Mackman (Vice Chair),
C Lunn, C Metcalfe and R Musgrave.**

1. Apologies for absence

2. Minutes

The Executive is asked to approve the minutes of the meeting held on 1 June 2017 (pages 4 to 8 attached).

3. Disclosures of Interest

A copy of the Register of Interest for each Selby District Councillor is available for inspection at www.selby.gov.uk.

Councillors should declare to the meeting any disclosable pecuniary interest in any item of business on this agenda which is not already entered in their Register of Interests.

Councillors should leave the meeting and take no part in the consideration, discussion or vote on any matter in which they have a disclosable pecuniary interest.

Councillors should also declare any other interests. Having made the declaration, provided the other interest is not a disclosable pecuniary interest, the Councillor may stay in the meeting, speak and vote on that item of business.

If in doubt, Councillors are advised to seek advice from the Monitoring Officer.

4. Air Quality Action Plan

Report E/17/9 asks the Executive to approve a draft report and action plan for public consultation (pages 9 to 79 attached).

5. Provision of New Roundabout, Bawtry Road, Selby

Report E/17/10 provides an update for the Executive on the provision and funding for a new roundabout at the junction of Selby Business Park and Bawtry Road and seeks the approval of funding towards the development (pages 80 to 85 attached).

6. Energy Efficiency and Fuel Poverty – ECO Flexible Funding

Report E/17/11 provides information about how the Council can access the flexible eligibility element of the Energy Company Obligation (ECO) funding through publication of a statement of intent (pages 86 to 95 attached).

7. Energy Efficiency and Fuel Poverty – Energy Repayment Loans

Report E/17/12 asks the Executive to consider amending the appropriate positions to allow Sheffield City Council to administer Energy Repayment Loans in Selby district (pages 96 to 100 attached).

8. The Adoption of the Economic Development Strategy

Report E/17/13 asks the Executive to approve the adoption of the Selby District Economic Development Strategy and the accompanying action plan (pages 101 to 180 attached).

9. Proposed Development of 13 Family Homes at Byram Park Road by Selby District Council

Report E/17/14 outlines details of a proposed development of 13 family home at Byram Park Road (pages 181 to 192 attached).

10. Car Park Strategy and Tariff Review

Report E/17/15 presents the Car Park Strategy and a range of options for potential car park tariffs (pages 193 to 283 attached).

11. Local Development Scheme

Report E/17/16 outlines the Local Development Scheme (LDS) which sets out a timetable for the preparation of a Local Plan and its relevant documents (pages 284 to 302 attached).

12. Five Year Housing Land Supply Report (2017-2022)

Report E/17/17 presents an overall update on the Council's most recent statement on five-year housing land supply, base dated to the 31st March 2017 (pages 303 to 309 attached).

Janet Waggott
Chief Executive

Dates of next meetings
Thursday 7 September 2017– Executive, 4pm

For enquiries relating to this agenda please contact Palbinder Mann, Democratic Services Manager on 01757 292207 or pmann@selby.gov.uk.

Recording at Council Meetings

Recording is allowed at Council, committee and sub-committee meetings which are open to the public, subject to:- (i) the recording being conducted with the full knowledge of the Chairman of the meeting; and (ii) compliance with the Council's protocol on audio/visual recording and photography at meetings, a copy of which is available on request. Anyone wishing to record must contact the Democratic Services Manager using the details above prior to the start of the meeting. Any recording must be conducted openly and not in secret.

Selby District Council



Minutes

Executive

Venue:	Committee Room, Civic Centre, Selby
Date:	Thursday 1 June 2017
Time:	4pm
Present:	Councillors M Crane (Chair), J Mackman, C Metcalfe and R Musgrave.
Officers present:	Janet Waggott – Chief Executive, Julie Slatter – Director of Corporate Services and Commissioning, Dave Caulfield – Director of Economic Regeneration & Place, Karen Iveson – Chief Finance Officer (s151), Gillian Marshall – Solicitor to the Council, June Rothwell – Head of Operational Services (for minute items 11 and 12), Keith Cadman – Head of Commissioning (for minute items 11 and 12), Contracts and Procurement, Stuart Robinson – Head of Business Development and Improvement (for minute items 11 and 12), Michelle Dinsdale – Senior Policy and Performance Officer (for minute item 12), Peter Williams – Head of Finance and Palbinder Mann - Democratic Services Manager.
Also present:	Councillor R Packham.
Public:	0
Press:	0

NOTE: Only minute numbers 11 and 13 to 14 are subject to call-in arrangements. The deadline for call-in is 5pm on Wednesday 14 June 2017. Decisions not called in may be implemented from Thursday 15 June 2017.

8. APOLOGIES FOR ABSENCE

Apologies were received from Councillor Lunn.

9. MINUTES

The Executive considered the minutes of the meeting held on 18 May 2017.

RESOLVED:

To approve the minutes of the meeting held on 18 May 2017.

10. DISCLOSURES OF INTEREST

There were no disclosures of interest.

11. HOUSING AND ASSET MANAGEMENT SYSTEM CONTRACT AWARD

Councillor Musgrave, Lead Executive Member for Housing, Leisure, Health and Culture presented the report which asked the Executive to consider the award for a contract relating to a replacement housing and asset management system.

The Lead Executive Member for Housing, Leisure, Health and Culture explained that the Council managed around 3,100 social housing properties. It was noted that the current system was over 20 years old and that support for the system would be discontinued from next year.

The Executive was informed that a project team had been created for the procurement exercise and that two bids had been received. It was noted that the report was recommending that the contract be awarded to bidder A.

Discussion took place on the length of the contract and it was queried whether the Council should be looking for a longer term contract given the investment involved. The Head of Commissioning, Contracts and Procurement explained that the proposed length of the contract was based on the procurement framework and that the Council had an option to extend the contract. The Executive was informed that bidder A was the largest provider of systems in the market and it was likely they would continue to provide systems for a number of years.

Further discussion took place concerning the finances for the project and it was felt that further detail should have been provided

in the report demonstrating how the final cost figure had been arrived at. A query was raised regarding the cost figure of £166k relating to the cost of Council staff to support the implementation of the project. The Executive was informed that £130k had already been allocated in the planning for this purpose.

Given the size of the expenditure involved, it was proposed that the project be the subject of an independent assessment before a decision was undertaken. There was no seconder for this proposal therefore it was not supported.

RESOLVED:

- i) To award the contract for the supply of a housing and asset management system to bidder A.**
- ii) To transfer £17K from the ICT reserve to fund the shortfall of capital funding for this project in 17/18.**
- iii) To earmark the net £55K, from future Licencing and support savings for replenishing the ICT reserve.**

REASON FOR THE DECISION

To ensure the Council has a modern housing and asset management system to replace unsupported software applications that also provides the best software platform to support the Councils efficiency and customer channel shift agenda.

To ensure the business continuity of the housing service, Public Services Network compliance (PSN), collection of rents, maintenance of housing stock, protection of valuable assets and tenancy support services.

12. CORPORATE PERFORMANCE REPORT – QUARTER 4 – 2016/17 (JANUARY TO MARCH)

Councillor Crane, Leader of the Council, presented the report which provided a progress update on the delivery of the Council's Corporate Plan 2015-20 as measured by a combination of progress against priority projects/high level actions and performance against key performance indicators.

It was agreed that the content of the report would be reviewed for 2017/18 including the priority project to ensure the Council was still focusing on the right things.

A query was raised regarding how many vacancies still existed following the implementation of the new organisational structure. The Chief Executive agreed to supply this information.

A further query was raised on the figure of minor planning applications decided in the required timescale. The Director of Economic Regeneration and Place agreed to provide this information.

RESOLVED:

To note and approve the report.

REASON FOR THE DECISION

The reporting of performance data enables the Council to demonstrate progress on delivering the Corporate Plan Priorities to make Selby District a great place.

13. TREASURY MANAGEMENT – ANNUAL REVIEW

Councillor Crane, Leader of the Council presented the report which reviewed the Council's borrowing and investment activity for the financial year to 31 March 2017 and presented the performance against prudential indicators.

It was noted that there was a typographical error in the appendix under the prudential indicators as the actual 2016/17 figure for 1 to 2 years should have read as 1.66% and that the actual figure for 2 to 5 years should have read as 10.77%.

A query was raised around the Council's wider range of investment activity especially with the base rate being low. The Chief Finance Officer explained that work was taking place with North Yorkshire County Council on investment options and following that work, approaches which could be undertaken by Selby could be considered.

RESOLVED:

- i) To endorse the actions of officers on the Council's treasury activities for 2016/17 and approve the report.**

REASON FOR THE DECISION

To comply with the Treasury Management Code of Practice, the Executive is required to receive and review regular treasury management monitoring reports.

14. FINANCIAL RESULTS AND BUDGET EXCEPTIONS REPORT TO 31 MARCH 2017

Councillor Crane, Leader of the Council, presented the report which presented the financial results and budget exceptions report to 31 March 2017.

The Executive highlighted the significant underspend in the year however noted that there was a number of carry forwards for projects which would be completed in the forthcoming year.

RESOLVED:

- i) To carry forward the funds set out in Appendix D (£1.543m Revenue and £3.245m Capital) from 2016/17 to 2017/18;**
- ii) To transfer the £518k General Fund surplus to General Balances (£186k) and Asset Management Reserve (£332k) to support future cost pressures.**
- iii) To transfer the additional £444k HRA surplus to 'HRA Major Repairs Reserve' to support the future capital programme;**

REASON FOR THE DECISION

To allow projects and initiatives not completed in year to be rolled over to the following year and to make adequate appropriations to reserves to mitigate future spending priorities.

The meeting closed at 4.45pm

Selby District Council

REPORT

Reference: E/17/9

Item 4 - Public



To: Executive
Date: 3rd August 2017
Status: Non Key Decision
Report Published: 26 August 2017
Author: Wayne Palmer, Environmental Health Team Leader
Executive Member: Councillor Richard Musgrave, Lead Executive Member for Housing, Leisure, Health and Culture
Lead Officer: Julie Slatter, Director of Corporate Services and Commissioning

Title: Air Quality Action Plan

Summary:

Selby District Council together with its NYCC partners has produced a draft report and Action Plan for consultation with the public and statutory bodies as required by the Environment Act 1995 and statutory guidance.

Recommendations:

- i. **That the Executive approves the draft report and Action Plan for public consultation.**

Reasons for recommendation

Selby District Council made an Air Quality Management Area Order on 29th February 2016. The Order places duties on the local authority, in this case Selby District Council, under Section 84 of the Environment Act 1995 to prepare a report on the air quality in the area and a written Air Quality Action Plan (AQAP).

1. Introduction and background

Local authorities have a duty, under Part IV of the Environment Act 1995 to manage local air quality. The Government produced a National Air Quality Strategy as a result of the Environment Act 1995. This mapped out the way air quality would be managed in the UK and the Regulations introduced set Air Quality Objectives for seven key pollutants. Where levels of pollutants are unlikely to meet Government Air

Quality Objectives then Local authorities are required to designate an Air Quality Management Area (AQMA).

The Council submitted a Detailed Assessment to Defra on the 10 March 2015 indicating that the monitoring results for nitrogen dioxide levels in the vicinity of New Street, Selby had breached the Air Quality Objectives.

On the 4 February 2016 Executive resolved to delegate the making of an Air Quality Management Area Order to the Chief Executive. The order was made on 29th February 2016 and a copy of the order, indicating the area designated is attached for reference.

2. The Report

2.1 The Order places duties on the local authority, in this case Selby District Council, under Section 84 of the Environment Act 1995 to prepare a report on the air quality in the area and a written Air Quality Action Plan (AQAP). This is to be exercised by the authority in pursuit of the achievement of air quality standards and objectives in the designated area. During the past year officers of Selby District Council have been working with NYCC officers to develop this report and Action Plan. The draft Report containing the Action Plan (Table 9) is attached for your information.

2.2 The plan must set out what measures the authority intends to introduce in pursuit of the Air Quality Objectives. Local authorities are not obliged to meet the objectives, but they must show that they are working towards them.

2.3 Statutory guidance document Local Air Quality Management: Technical Guidance (TG16) requires that when the draft report has been compiled that consultation is carried out with interested local organisations and bodies including residents and local businesses, and statutory consultees.

3. Legal/Financial Controls and other Policy matters

Legal Issues

3.1 Section 84 of the Environment Act 1995 places a duty on local authorities, in this case Selby District Council, to prepare a report on the air quality in the area and a written plan to be exercised by the authority in pursuit of the achievement of air quality standards and objectives in the designated area.

Section 86(3) of the Environment Act places a duty on county councils to submit Proposals for exercise by the county council in pursuit of the achievement of air quality standard objectives in relation to powers exercisable by the county council.

Financial Issues

3.2 Dependant on the outcome of the consultation on the draft report and Action Plan, Selby District Council's obligations in relation to the proposals will be met

within budgets allocated for this work. However, additional funding will be necessary to implement the measures identified in the Plan by partners.

NYCC has been engaged in the development of the plan and is considering the necessary arrangements to meet its own obligations. At present NYCC has no specific budget for delivery of air quality remedial measures in Selby DC. The remedial measures which are likely to require County Council funding are both revenue and capital funded activities therefore to fund air quality improvement measures in Selby, NYCC will:

- identify any potential measures (revenue and capital) that could be funded from S106 / CIL contributions from developments that have a direct impact on the AQMA.
- where possible re-prioritise relevant Road Safety and Travel Awareness staff workloads (in consultation with Team leader RS&TA) to fund travel awareness type measures.
- Investigate further capital and revenue funding opportunities as they become available.

Impact Assessment

3.3 The planning system is required to take account of the impact of new or existing development on air quality (National Planning Policy Guidance). Policy SP18 of the Selby DC adopted Core Strategy requires that new development protects air quality from pollution (paragraph 7). The Air Quality Management Area (AQMA) will therefore be a consideration in the allocation of development sites in Selby through the emerging Local Plan.

The Planning Policy Team at Selby is aware of the AQMA and has contributed to the report and Action Plan. Allocation of land for development will be considered in terms of a range of considerations including the impact on traffic flow in the AQMA and its location in regard to exit/entry of Selby via the bridge over the River Ouse along with the potential impact on development in and around the town centre in terms of residential, commercial or industrial applications. This will include consideration of the wider sustainability of a location with a clear focus on development being allocated in the most sustainable locations, such as within the urban area, close to town centres and near to strategic transport hubs, and a consideration of how the impact of development on air quality can be mitigated.

4. Conclusion

4.1 Selby District Council together with its NYCC partners has produced a draft report and Action Plan for consultation with the public and statutory bodies as required by the Environment Act 1995 and statutory guidance.

5. Background Documents

Contact Officer: Wayne Palmer
Environmental Health Team Leader

Selby District Council
wpalmer@Selby.gov.uk

Appendices:

- A Copy of the Air Quality Management Area Order
- B Draft Report and Action Plan

Selby District Council

Environment Act 1995 Part IV Section 83(1)

Selby District Council

Air Quality Management Area for Nitrogen Dioxide Order No 1

Selby District Council in exercise of the powers conferred upon it by Section 83(1) of the Environment Act 1995, hereby makes the following Order:

This Order may be cited as the Selby District Council Air Quality Management Area for Nitrogen Dioxide Order No 1 and shall come into effect on 29 February 2016.

The area shown on the attached map in red is to be designated as an air quality management area (the designated area). The designated area incorporates 1 to 21 New Street (odd numbers inclusive), 16 to 30 New Street (even numbers inclusive) 52 Ousegate, 1 to 5 The Crescent (inclusive), Park House, The Crescent and Thornden Buildings, New Street.

The map may be viewed at the Council Offices.

This Area is designated in relation to a likely breach of the Nitrogen dioxide annual mean objective as specified in the Air Quality Regulations 2000.

This Order shall remain in force until it is varied or revoked by a subsequent order.

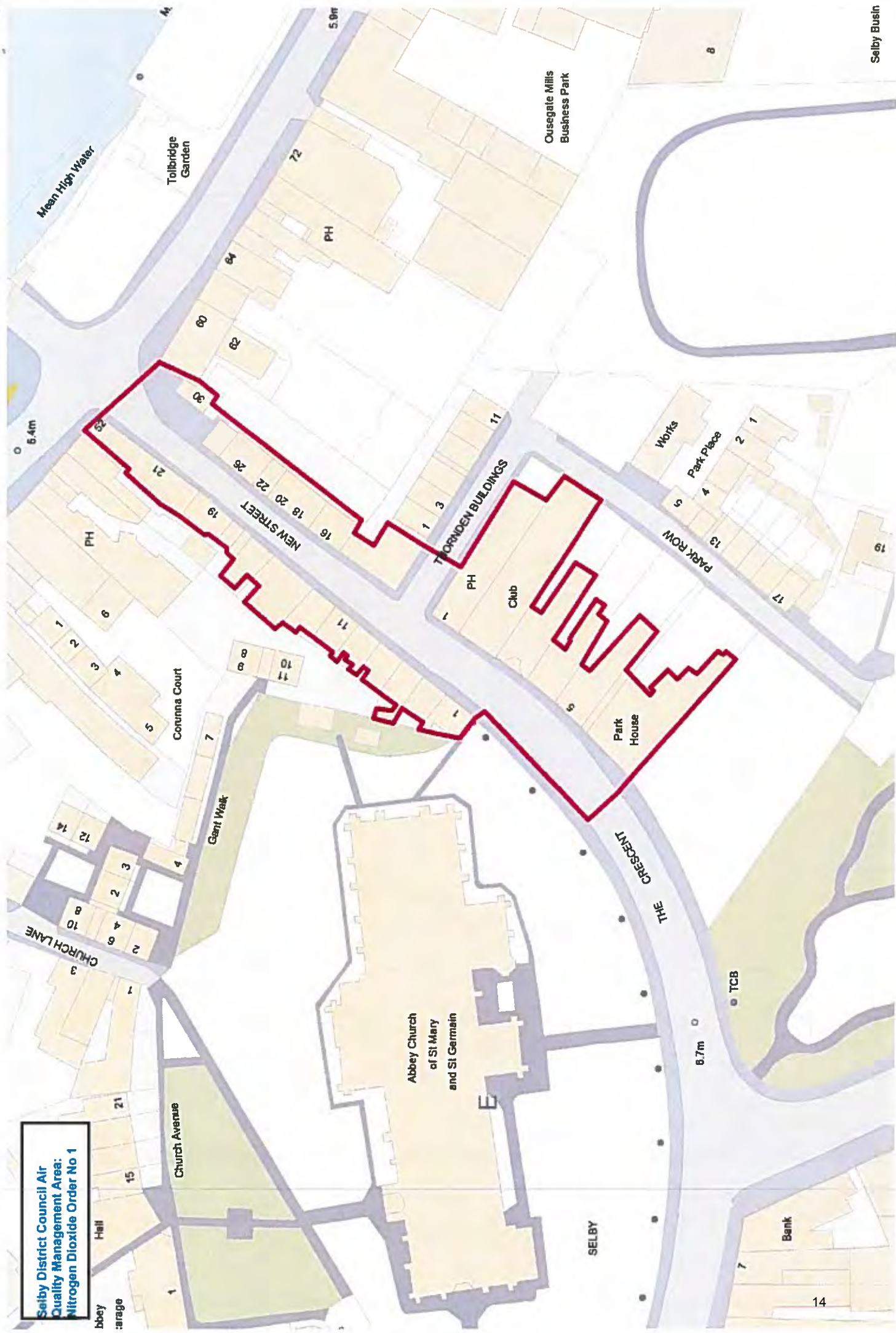
Dated this 29th day of February 2016

The Common Seal of Selby District Council



was hereto affixed and signed in the presence ofalchamhall.....

**Selby District Council Air
Quality Management Area:
Nitrogen Dioxide Order No 1**





Selby District Council Air Quality Action Plan

In fulfilment of Part IV of the
Environment Act 1995
Local Air Quality Management

June 2017

Local Authority Officer	Wayne Palmer Diana Adamson
Department	Environmental Health
Address	Selby District Council Civic Centre Doncaster Road Selby YO8 9FT
Telephone	01757 705101
E-mail	info@selby.gov.uk
Report Reference number	SDC_AQAP_2017
Date	June 2017 (draft)

Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework. It outlines the action we will take to improve air quality in Selby between 2017 and 2020.

This is Selby District Council's first Air Quality Action Plan following the declaration of Selby's first Air Quality Management Area (AQMA) in February 2016.

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas^{1,2}.

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion³. Selby District Council is committed to reducing the exposure of people in the Selby district to poor air quality in order to improve health.

We have developed actions that can be considered under 8 broad topics:

- Alternatives to private vehicle use
- Freight and delivery management
- Policy guidance and development control
- Promoting low emission transport
- Promoting travel alternatives
- Public information
- Transport planning and infrastructure
- Traffic management

¹ Environmental equity, air quality, socioeconomic status and respiratory health, 2010

² Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

³ Defra. Abatement cost guidance for valuing changes in air quality, May 2013

Our priorities are:

- **To reduce congestion and number of vehicle trips through the New Street AQMA.** We will undertake an access management study for New Street to identify the most cost effective traffic management solution(s). The outcomes of this study will help shape future action planning measures in Selby.
- **To prevent HGVs over the existing weight limit from passing through the AQMA.** This will be achieved by improving signage about the weight limit on the approach to the AQMA and undertaking pro-active enforcement activities.
- **To work with local businesses to reduce the impact of commuter and delivery trips into Selby town centre.** We will undertake a survey of local businesses to identify the main sources of commuter and delivery trips. We will work with the business community to develop local solutions to these issues such as setting up of freight partnerships, provision of access route maps, improved commuter parking arrangements etc.
- **To provide alternatives to private vehicle use across the Selby District.** We will continue to provide walking and cycling infrastructure on new developments and will investigate the feasibility of providing a low emission car club at the Selby District Council offices / Selby Hospital site. Minimising exposure air pollutants will be a key consideration when planning new walking and cycling routes.
- **To provide opportunities for low emission transport use within the Selby District.** We will develop a low emission vehicle guidance for Selby and will investigate funding opportunities for the provision of public electric vehicle recharging points within car parks owned by Selby District Council. We will develop incentives for the promotion of low emission vehicle use in Selby District.
- **To minimise further development led emission growth within the Selby District.** We will develop low emission guidance which as a minimum will encourage the introduction of electric vehicle recharging points and promote the use of Construction Environmental Management Plans (CEMPs) on most new developments in Selby where possible.

These are the main priorities for this action plan but we will also investigate:

- Reducing vehicle idling within the AQMA (via the erection of anti-idling signage)
- Reducing the emission impact of public sector fleet vehicles (via improvements to NYCC and Selby DC vehicle procurement policies)
- Reducing the impact of taxi emissions via the introduction of incentives for hybrid vehicle use.

In this AQAP we outline how we plan to effectively tackle air quality issues within our control. However, we recognise that there are a large number of air quality policy areas that are outside of our influence (such as vehicle emissions standards agreed in Europe), but for which we may have useful evidence, and so we will continue to work with regional and central government on policies and issues beyond Selby District Council's direct influence.

Responsibilities and Commitment

This AQAP was prepared by the YES consultancy (City of York Council) on behalf of the Environmental Health Department of Selby District Council with the support and agreement of the following officers and departments:

Selby District Council Officers

Wayne Palmer – Lead Officer Environmental Health

Diana Adamson – Environmental Health Officer

Carol Carter – Environmental Health Technician

Tom Ridley – Interim Shared Planning Policy Manager

Stephen Hay - Interim Planning Policy Manager

Claire Paylor – Environmental Health Student

Chris Watson - Assistant Policy Officer

North Yorkshire County Council Officers

Victoria Hutchinson – Senior Transport Planning Officer

Victoria Day - Highways Project Engineer

Ann Smallwood – Travel Planning Officer

Gary Lumb – Improvements Manager

Dr David Bagguley – Public Health Registrar

Samantha Raine – Transport Planning Officer

This AQAP has been approved by:

This is a consultation draft. This section will be updated following the consultation and final approval of the plan.

This AQAP will be subject to an annual review, appraisal of progress and the reporting procedure will be agreed during the adoption process. Progress each year will be reported in the Annual Status Reports (ASRs) produced by Selby District Council, as part of our statutory Local Air Quality Management duties.

If you have any comments on this AQAP please send them to Diana Adamson at:

Selby District Council
Civic Centre
Doncaster Road
Selby
YO8 9FT

Email: AQMA@Selby.gov.uk
Tel: 01757 705101

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Introduction

This report outlines the actions that Selby District Council will deliver between 2017-2020 in order to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to Selby District.

It has been developed in recognition of the legal requirement on the local authority to work towards Air Quality Strategy (AQS) objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

This Plan will be reviewed after 3 years and progress on the measures set out within this Plan will be reported on annually within Selby District Council's Air Quality ASR.

Summary of Current Air Quality in Selby

For a summary of the current air quality in Selby, please refer to the latest Air Quality Annual Status Report (ASR) from Selby District Council, available online at:

<http://www.selby.gov.uk/sites/default/files/air%20quality%20management.pdf>

Selby's Air Quality Priorities

1.1 Public Health Context

As detailed in Policy Guidance LAQM.PG16 (Chapter 7), local authorities and their associated public health departments are expected to work towards reducing emissions and/or concentrations of PM_{2.5} (particulate matter with an aerodynamic diameter of 2.5µm or less). There is clear evidence that PM_{2.5} has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

This action plan is focused mainly on reducing concentrations of nitrogen dioxide (as this is the pollutant currently exceeding national air quality objective levels on New Street). However, it is important to recognise that many of the measures within this plan (especially those that will reduce the impact of diesel vehicles) will also help to reduce levels of particulate matter. The air quality action plan will therefore have additional public health benefits, over and above those delivered through a reduction in nitrogen dioxide concentrations. For example, some of the measures will help to increase levels of activity as people are encouraged to swap to more active travel options such as walking and cycling. This will assist with delivering wider health benefits in relation to reducing obesity and improving mental health well being.

The National Centre for Health and Care Excellence (NICE) recently published draft guidelines on policy options for improving air quality. These guidelines recommend taking a number of actions in combination to improve air quality. Some of the key recommendations of the draft NICE guidance are:

- Greater consideration of air quality issues during planning processes
- Introduction of Clean Air Zones (CAZs) (in the worst affected areas)
- Reducing emissions from public sector transport
- Encouraging smooth driving and speed reduction
- Providing more cycle routes, ideally off-road and in quieter locations where exposure to air pollution is likely to be lower.

In developing this action plan due consideration has been given to the draft NICE guidance. The following measures in the Selby AQAP will assist with implementing the NICE guidance within Selby district:

Measure 1 - Access Management Study for Selby: This will consider how an Urban Traffic Management Control (UTMC system) could help smooth traffic flows through Selby town centre and reduce idling times at traffic lights

Measure 6 - Develop Low Emission planning guidance: This will ensure that new relevant locations (such as housing, schools, care homes etc) are located away or sufficiently buffered from busy roads and that emissions from new trips are minimised by using sustainable locations and providing on-site facilities for low emission vehicles (see sec 3.2.1).

Measure 9 - Investigate opportunities for developing sustainable procurement Guidance in consultation with NYCC : New guidance will aim to increase the uptake of low emission vehicles within the Selby DC and NYCC fleets

Measure 11 - Improve public access to air quality information and advice: this will be aimed at helping people to reduce both their own exposure and that of other people.

Measure 12: Continue to improve opportunities to cycle in Selby

Measure 13: Continue to promote sustainable travel in Selby

These two measures will encourage people to walk and cycle more (within less polluted areas), hence reducing vehicle emissions and encouraging more physical activity.

As detailed later in the report the requirement for a Clean Air Zone (CAZ) in Selby has been given careful consideration but at this time is not considered necessary or economically feasible.

Responsibility for public health issues in Selby lies with the North Yorkshire County Council Public Health Department. The **North Yorkshire Health and Wellbeing Board** is a formal committee of North Yorkshire County Council and is made up of

elected representatives from North Yorkshire County Council, elected members of the district councils (including Selby); chief officers from both county and districts; local commissioners from health, public health and social care; representatives of Healthwatch (an independent consumer champion for healthcare) and other members of the voluntary sector. Further information about the North Yorkshire Health and Well Being board can be found at <http://www.nypartnerships.org.uk/index.aspx?articleid=16804>

The Health and Well Being Board have produced a joint county wide health and well being strategy - the **North Yorkshire joint Health and Well Being Strategy 2015 – 2020**. This can be viewed in full at:

<http://www.nypartnerships.org.uk/index.aspx?articleid=20933>

The health and well being strategy identifies a **good environment** and an active **lifestyle** as key components of good health. The Selby Air Quality Action Plan will therefore support the North Yorkshire joint Health and Well Being Strategy, and the delivery of better health outcomes for North Yorkshire.

Further input for this section is being provided by NYCC public health.

1.2 Planning and Policy Context

3.2.1 Land Use Planning Policies

The planning system is required to take account of the impact of new or existing development on air quality (National Planning Policy Guidance paragraph 109⁴). The planning system should contribute to and enhance the natural and local environment by (amongst other things) : preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of air pollution.

Policy SP18 of the Selby DC adopted Core Strategy requires that new development protects air quality from pollution (paragraph 7). Planning Policy Guidance on Air Pollution 2014 requires that plan making takes account of air quality management

⁴ National Planning Policy Framework, Department for Communities and Local Government, March 2012 <https://www.gov.uk/guidance/national-planning-policy-framework>

areas (ID: 32-002-20140306). The Air Quality Management Area will therefore be a consideration in the allocation of development sites in Selby through the emerging Local Plan. This may include:

- Assessment of the potential cumulative impact on development sites on the Air Quality Management Area.
- Identification of measures for offsetting the impact on air quality arising from new development.

The Air Quality Management Area will also be a consideration in the Strategic Environmental Assessment of the Local Plan.

An initial assessment of the estimated impact of development led traffic growth on the District's key roads and junctions has already been completed (Selby District Highways Assessment: Part A Draft Baseline study). Discussions are taking place with North Yorkshire County Council on how the information in this baseline review can be taken forward in the future analysis of the traffic impact of planned and committed growth across the district.

Further information on progress with the development of emerging local plan 'Plan Selby' can be found at:

<http://www.selby.gov.uk/sites-and-policies-local-plan-plan-selby>

To manage and reduce the emission impact of future development in Selby the council will be taking steps towards the development of low emission planning guidance. This will seek to ensure the emission impact of developments are fully considered during the planning process and will promote the use of Construction Environmental Management Plans, provision of electric vehicle recharging points and the adoption of low emission travel plans.

The guidance is likely to follow the principles set out in the recent guidance produced by the Low Emission Partnership but will be bespoke to Selby and subject to local consultation.

http://www.lowemissionstrategies.org/tools_and_resources.html

3.2.2 Local Transport Plan (LTP)

Responsibility for the management, maintenance and improvement of the highway network within Selby District lies with North Yorkshire County Council. NYCC's most recent Local Transport Plan (LTP4) was approved in February 2016.

<http://www.northyorks.gov.uk/article/30583/Local-transport-plan-four-LTP4>

Table 1 identifies the main policies and objectives in NYCCs LTP4 which potentially could assist with delivering cleaner air in Selby.

At present NYCC has no specific budget for delivery of air quality remedial measures in Selby DC. The remedial measures which are likely to require County Council funding are both revenue and capital funded activities therefore to fund air quality improvement measures in Selby NYCC will:

- identify any potential measures (revenue and capital) that could be funded from S106 / CIL contributions from developments that have a direct impact on the AQMA.
- where possible re-prioritisation relevant Road Safety and Travel Awareness staff workloads (in consultation with the Team leader RS&TA) to fund travel awareness type measures. This could potentially have an impact on other duties including road safety initiatives in schools.
- investigate further capital and revenue funding opportunities as they become available.

Within NYCC the Transport Planning Team takes the lead role on traffic related air quality strategy and policy development, with support from relevant Area Office staff. Once agreed delivery of the transport related AQAP measures passes to the relevant local Area Office with support from the Transport Planning Team and other relevant Network Strategy teams. This reflects the local nature of the air quality issues in Selby which requires a high degree of knowledge of the local geography and traffic flow patterns to resolve. This level

of local knowledge is best provided by the Area Office staff. Both the regional and area teams have been fully consulted on the development of this AQAP.

Table 1: Air quality related policies and objectives in the NYCC LTP4

NYCC LTP4 Section	Description	Relevance
Part 1 Local Transport Plan	LTP Objectives include Environment and Climate Change – managing the adverse impact of transport on the environment	One of the 5 LTP objectives includes consideration of the impact of transport on the environment including AQ.
Objective 2a – Economic Growth	The AQMA towns are recognised as a priority for tackling congestion. Measures may include junction improvements, traffic management and improved traffic signals.	Traffic congestion contributes to environmental problems as well as unreliable journey times for businesses and commuters
Objective 2d – Environment and Climate Change	<p>This Objective recognises the County Council’s duty to work with district councils to try to improve air quality</p> <p>The County Council will support measures to promote environmentally friendly forms of transport including provision for ULEV’s – currently developing a policy which will consider the provision of infrastructure for electric vehicles.</p>	<p>Recognises the North Yorkshire AQMAs</p> <p>ULEVs can lead to a reduction in transport related pollution.</p>
Objective 2e – Promoting healthier travel opportunities	<p>Seek to coordinate Highways and Public Health aims and outcomes including contributing to Public Health Active lives and healthy weight programmes</p> <p>This objective also recognises the impact of air quality on health and the need to address air quality issues related to transport on the highway network.</p>	Encouraging more active travel walking and cycling can help to reduce traffic pollution
Theme 3 g – Planning and New Developments	Whilst generally matters relating to the environmental impact of development which are defined in the Environmental Impact Regulations are outside the remit of the Local Highway Authority, where development impacts on identified Air Quality Management Areas and DEFRA’s Noise Important Areas the LHA will require the impact of the traffic generated by development to be considered	Support the Local Planning Authority in determining applications
Theme 3j – Walking and Cycling	<p>Recognises walking and cycling are healthy and least polluting forms of travel and integration of different transport modes can further encourage sustainable travel and ultimately reduce car use.</p> <p>In 2016 develop a cycling policy to set out the County Council’s plans for cycling.</p> <p>County Council looking into funding opportunities to enable appointment for a Sustainable Travel Officer to provide expertise and information about how developers, employers and communities can plan and coordinate healthier and sustainable travel needs and opportunities within new developments and existing communities.</p> <p>Continue to seek additional external funding opportunities such as the previous Local Sustainable Transport Fund.</p> <p>Elected Member to become Champion for Walking and Cycling</p>	This section aims to encourage cycling and walking which could lead to reduced car use and therefore improve air quality.
Part 3n – Air Quality and Noise	<p>Outlines Local Air Quality Management and County Council’s duty to cooperate with district councils</p> <p>We will support district councils in seeking air quality grant funding available from DEFRA</p> <p>We will review and update the County Council’s transport related air quality policy (in 2016)</p> <p>Encouraging walking, cycling and use of public transport</p>	Confirms the County Council’s commitment to work with the District Council’s on air quality issues.

1.3 Source Apportionment for New Street

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within Selby District Council's area.

A source apportionment exercise was carried out by Selby District Council in January 2016⁵ to consider how different source categories contribute to overall concentrations of nitrogen dioxide on New Street. Different source categories are typically expressed as a contributing a certain percentage of the overall emissions.

A summary of the source apportionment exercise is presented in table 2 and figure 1 below. At the time the source apportionment was carried out, the highest recorded annual mean concentration of nitrogen dioxide at a relevant location on New Street was 46µg/m³ (in 2014). This figure has been used in the example below to indicate the estimated local nitrogen dioxide contribution from each of the sources respectively.

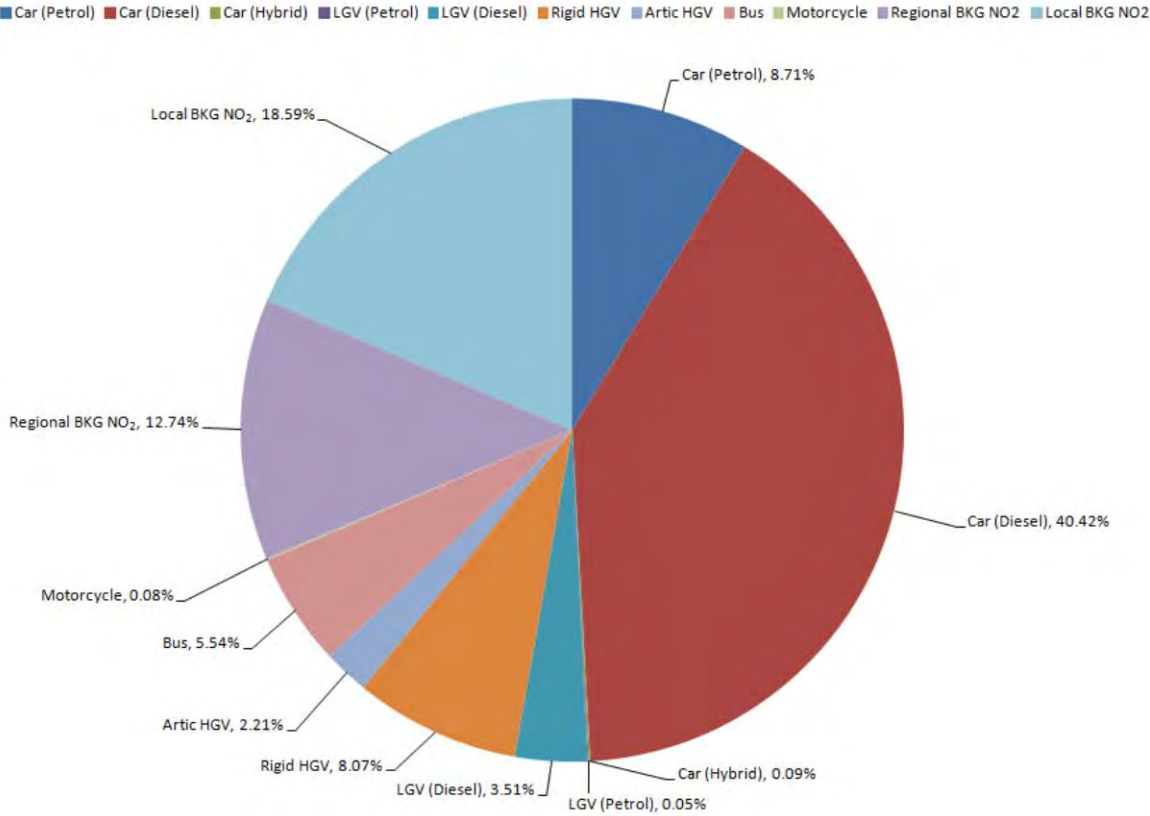
Table 2: Source apportionment of nitrogen dioxide on New Street

Source category		Estimated Local NO ₂ contribution (µg/m ³)	% of NO ₂
Background	Regional background	5.86	12.74
	Local background	8.55	18.59
	Background total	14.41	31.33
Local Traffic Sources	Car (Petrol)	4.01	8.71
	Car (Diesel)	18.59	40.42
	Car (Hybrid)	0.04	0.09
	Car Total	22.64	49.22
	LGV (Petrol)	0.03	0.05
	LGV (Diesel)	1.61	3.51

⁵ Source Apportionment Study for New Street, Selby, January 2016 (available from Selby District Council Environmental Health and Housing).

	LGV Total	1.64	3.56
	Rigid HGV	3.71	8.07
	Articulated HGV	1.01	2.21
	Bus	2.55	5.54
	Heavy Diesel Total	7.27	15.81
	Motorcycle	0.04	0.08
Totals		46µg/m³	100%

Figure 1: Source apportionment of nitrogen dioxide on New Street



The key findings of the source apportionment study were as follows:

- Traffic sources are likely to be a significant contributing factor to the exceedances of the air quality objectives in the New Street area. Traffic sources are estimated to contribute around 69% to the total NO₂ on New Street.

- It is estimated that reductions in traffic NO_x emissions of approximately 50% are required to achieve the Air Quality Objectives at all locations along New Street. However, reductions in traffic borne NO_x of around 30% may be sufficient to achieve the Air Quality Objectives at all relevant locations (where members of the public are known to live in the area).
- Background NO₂ makes up 31.3% of the NO₂ on New Street. Regional background (*which a local authority is unable to influence*) contributes 12.7% of the NO₂ on New Street, with local background (*which a local authority should have some influence over*) contributing 18.6%.
- Cars are the predominant source of NO₂ on New Street, with diesel cars contributing approximately 5 times that of petrol cars. Collectively, cars contribute almost 50% of the NO₂ on New Street (49.2%).
- Light Goods Vehicles contribute 3.6% of the NO₂ on New Street.
- Heavy Goods Vehicles contribute 10.3% of the NO₂ on New Street, with Rigid-HGVs contributing around 4 times that of larger, articulated vehicles. Buses contribute around 5.5% of the NO₂ on New Street.
- Collectively, all heavy diesel vehicle categories (including buses and HGVs) contribute 15.8% of the NO₂ on New Street. HGVs contribute around double the NO₂ of buses. As other UK source apportionment studies have shown, heavy diesel vehicle categories contribute disproportionately to the NO₂ on New Street (i.e. collectively, buses and HGVs only make up 2.7% of vehicle movements on New Street, but contribute almost 16% of the NO₂). Bus routing and general signage in the district could assist with minimising the impact of heavy diesel vehicle categories in the New Street area.
- The NO₂ contribution from motorcycles is less than 0.1% and is therefore considered negligible.

- Whilst there may be a minor influence from emissions associated with commercial and domestic heating on New Street, it is considered that the major (local) source of NO_x/NO₂ is traffic. New Street is contained within a Smoke Control Area (*Selby No.1 Smoke Control Order 1980*) and it is therefore considered unlikely that smoke emissions from properties in the vicinity of New Street are contributing to the exceedances of the Air Quality Objectives observed in this area in recent years.

It should be noted that within the source apportionment study, the car category was assumed to include vehicles up to 5.2m in length and as such may also include some car derivatives (e.g. car derived vans). Light goods vehicles included vehicles between 5.2m and 6.5m in length.

Since the original source apportionment work was carried out (based on 2014 count data), more recent count data for 2016 has suggested that LGVs movements on New Street may be higher than originally thought, although the combined flow of cars and LGVs remains similar between the two traffic counts at approximately 97 – 98% of the total traffic flow. Based on the source apportionment study carried out in January 2016, the impact from LGVs was estimated at 3.6% of the total NO₂; this should be considered a conservative estimate.

Further observations of HGVs and buses etc

A Traffic Regulation Order is in force along New Street that places restrictions on movements of heavy commercial vehicles (>7.5T), unless they are being used for a specific purpose. A copy of the Order is provided at Appendix D.

The source apportionment study (described in the preceding section) provided a good understanding of the types of vehicles using New Street and their respective contributions to total NO₂ concentrations in the New Street Air Quality Management Area. It also suggested that some heavy commercial vehicle operators were ignoring the restrictions imposed by the Traffic Regulation Order.

To provide further clarity around the types of HGV movements on New Street (i.e. what proportion are actually bus / coach movements and how many are HGVs breaching the weight restriction) some manual vehicle counts were undertaken.

These observations also recorded the presence of 'other' non-timetabled passenger service vehicles, including school buses and coaches.

Manual vehicle observations were undertaken on New Street on Wednesday 15th June 2016 between 13:00 & 16:00 and again on Friday 17th June 2016 between 09:00 & 12:00.

Some of the key findings on this additional manual count were as follows:

- The manual counts confirmed the regular occurrence of scheduled bus services (and that these had been correctly specified in the source apportionment study). Only 2 other non-timetabled buses were observed during the 6 hour count over 2 days. Six coaches were counted during the 6 hour count. All such coaches were operated by Thornes Ltd (a Selby based coach company). Whilst the count only provides a snapshot of traffic using New Street, based on the information collected, it was considered that non-timetabled bus services were not contributing significantly to nitrogen dioxide on New Street.
- The observations confirmed that, based on the requirements of the traffic order, there were indeed several breaches of the 7.5 tonne weight restriction by vehicles not permitted to travel along New Street (some vehicles were delivering goods to properties / shops off New Street). Over the course of the 6 hour observation, 33 vehicles using New Street were estimated to be in excess of 7.5 tonne and a proportion of these were not being used *'for or in connection with the conveyance of goods to or from any premises on adjacent to that road or length of road'*, or in connection with any of the permitted operations.
- The manual counts also indicated that the number of LGVs movements on New Street may be higher than originally estimated. During the manual counts approximately 1 LGV movement per minute was observed using New Street (the surveyors undertaking the count included smaller commercial trade vehicles in this classification). As previously stated, the impact from LGVs presented in the source apportionment should be considered a conservative estimate.

- The observations confirmed the regular occurrence of idling traffic to the North East of New Street at the junction of Water Lane / Ousegate.
- The observations included the sighting of a number of other longer vehicles which are difficult to classify correctly solely based on length data (i.e. tractors and 4X4s with trailers, for example). However, such sightings were relatively infrequent and it was considered unlikely that they would have made any significant difference to the overall source apportionment exercise.

1.4 Required Reduction in Emissions

As part of the source apportionment study undertaken in January 2016, a calculation was undertaken to estimate the reduction in road-NO_x required to meet the Air Quality Objectives along New Street. Based on this calculation, it was considered likely that a reduction in road-NO_x of approximately 51% was required to meet the Air Quality Objectives at all locations on New Street⁶. However, a reduction of around 31% would ensure that the air quality objectives are met at the majority of existing relevant locations within the current area of exceedance on New Street.

Although it has been estimated that reductions in NO_x of up to 51% are required in the New Street Area, it is important to recognise that this does not necessarily mean that traffic flows need to be reduced by the same amount. This is because the relationship between the number of vehicles travelling on a road and the resultant NO_x emissions is not a linear one. In addition, different types of vehicle will give rise to different amounts of pollution (e.g. removing 10 HGVs from the network will generally have a greater emissions impact than removing 10 cars, for example).

Concentrations of nitrogen dioxide fell at all New Street monitoring sites in 2015 when compared with the 2014 data used for the above calculations. As such, the estimated reductions in road-NO_x presented here are considered conservative and will continue to be reviewed as more monitoring data is collected and the AQAP measures are implemented.

⁶ The worst case bias corrected diffusion tube result from New Street in 2014 was tube reference S4. This tube recorded an annual average nitrogen dioxide concentration of 53.4µg/m³. A 13.4µg/m³ reduction in NO₂ would have been required to meet the annual mean NO₂ objective. This equates to a 51% reduction in road-NO_x.

3.5 NYCC Origin Destination Study

In April 2016, North Yorkshire County Council (NYCC) commissioned an Origin-Destination (OD) study to consider movement of vehicles across the district. This study included a number of roadside interviews (see figure 2 for locations) to refine knowledge about vehicle routing and journey purpose within the local area. The data is being used by NYCC to build a strategic transport model of the district and has been shared with the Selby AQAP project team for the purpose of the New Street AQAP development.

Roadside interview data provided by NYCC was filtered to allow analysis of trips which, based on their origin and destination, are expected to have routed through the New Street AQMA. Whilst the information collected provides only a 'snapshot' of journeys using New Street, the data was considered a useful addition to the source apportionment study and has assisted the AQAP project team in refining and prioritising air quality improvement measures.

Figure 2: Location of the roadside interview surveys



Table 3 below summarises the origin and destination of trips passing through the New Street AQMA based on the roadside interview survey responses.

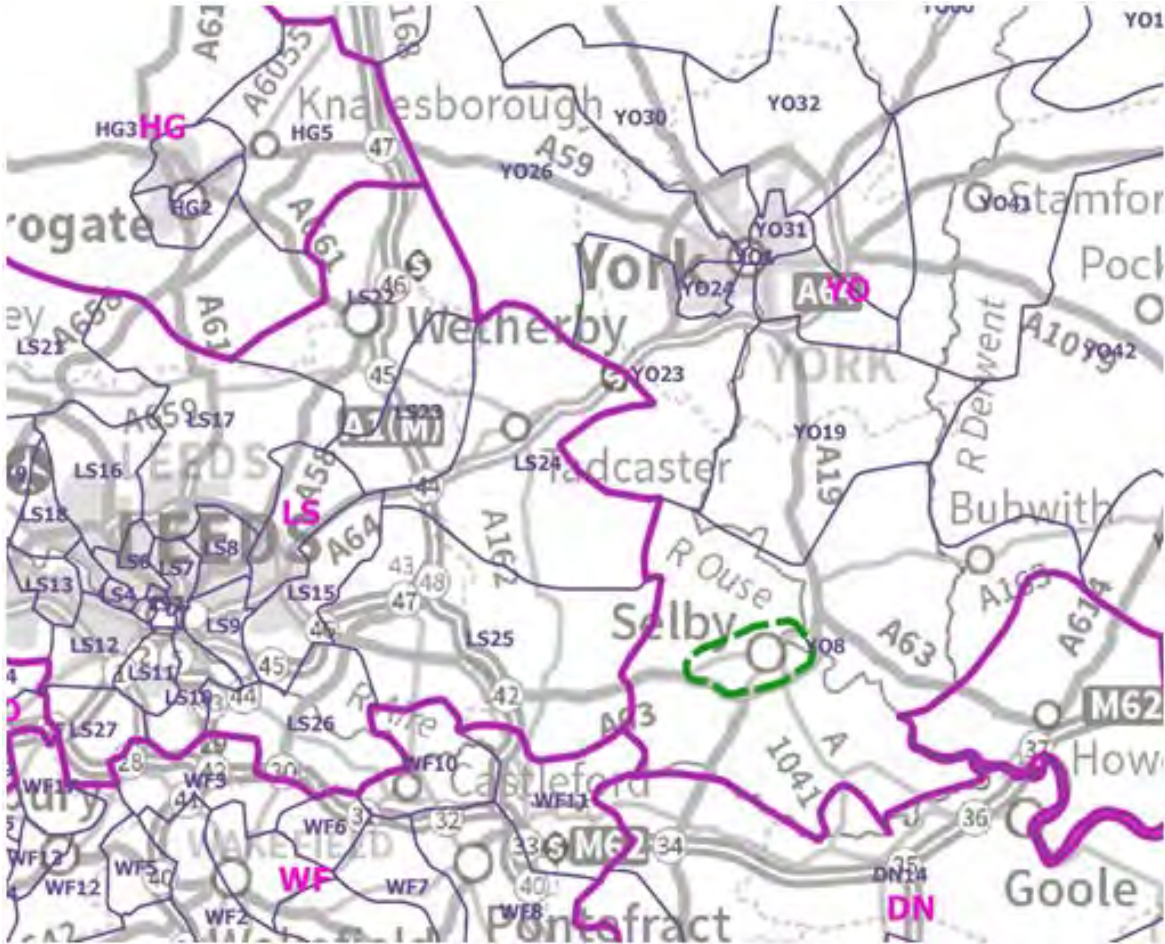
The majority (74%) are local trips to/from a York postcode (includes Selby). More detailed analysis indicates that 53.3% of trips had an origin and destination in YO8 (Selby). The remainder of trips have an origin/destination in relatively local areas neighbouring Selby (Doncaster, Leeds, Wakefield and Hull postcodes).

Table 3: Origin & destination of vehicles passing through AQMA (all vehicle types)

Postcode Areas	YO - York incl Selby	DN - Doncaster	LS - Leeds	WF - Wakefield	DL - Darlington	HU - Hull	LN - Lincoln
WF - Wakefield	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
LS - Leeds	9.2%	0.8%	0.0%	0.0%	0.0%	0.1%	0.0%
YO - York incl Selby	74.0%	2.7%	1.0%	1.3%	0.3%	0.7%	0.1%
PE - Peterborough	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
DN - Doncaster	4.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%
S - Sheffield	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
HG - Harrogate	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
ST - Stoke on Trent	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
HU - Hull	1.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%
BD - Bradford	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
HD - Huddersfield	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
NE - Newcastle upon Tyne	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

A map showing postcode areas is provided at figure X below.

Figure 3: Map of postcode areas



Trip purpose (through New Street)

Figure 4 provides a summary of the responses from the roadside interview surveys in terms of trip purpose. 'Other' trips comprise the highest proportion of journeys, comprising 40% of total trips on New Street. 'Other' trips include journeys for personal business (e.g. bank / medical / hairdresser), social / entertainment and leisure trips. 'Shopping' trips comprise the next highest proportion at 27%. Commuting trips (home to work / work to home) comprise 15% of trips. A relatively lower proportion of trips are for education purposes (6%).

Figure 4: Trip purpose – traffic routing through Selby AQMA

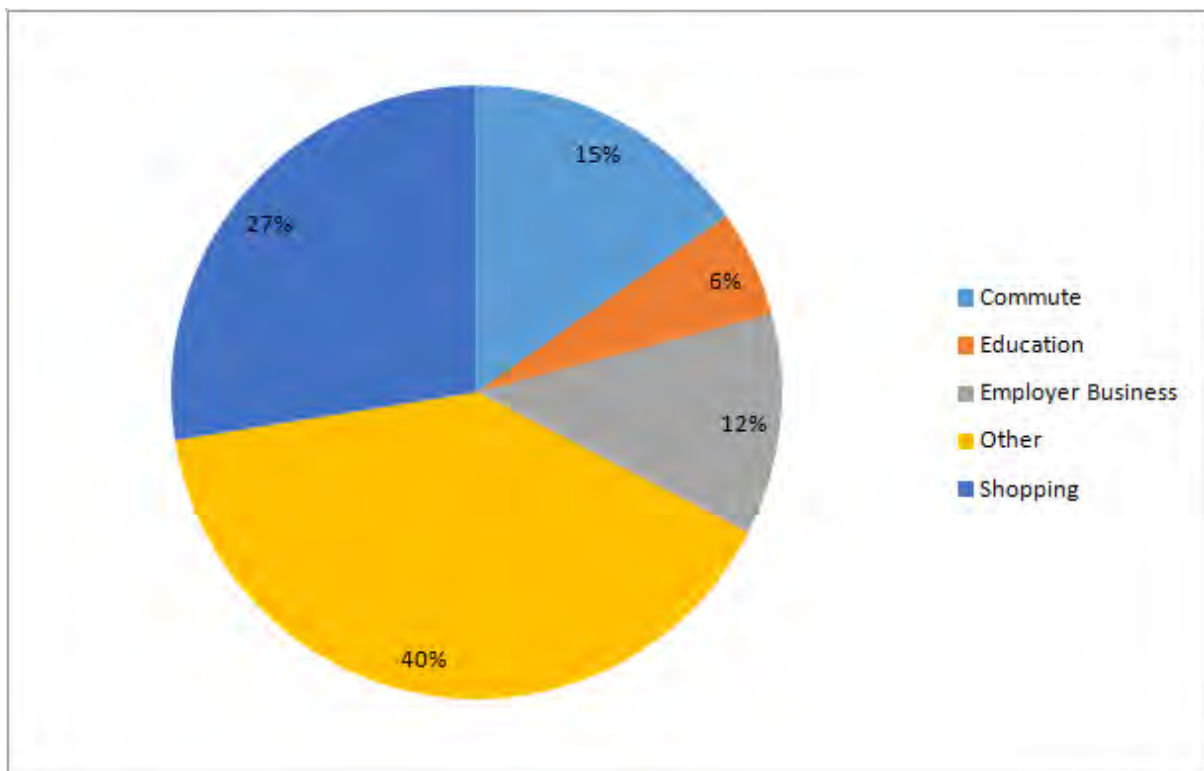
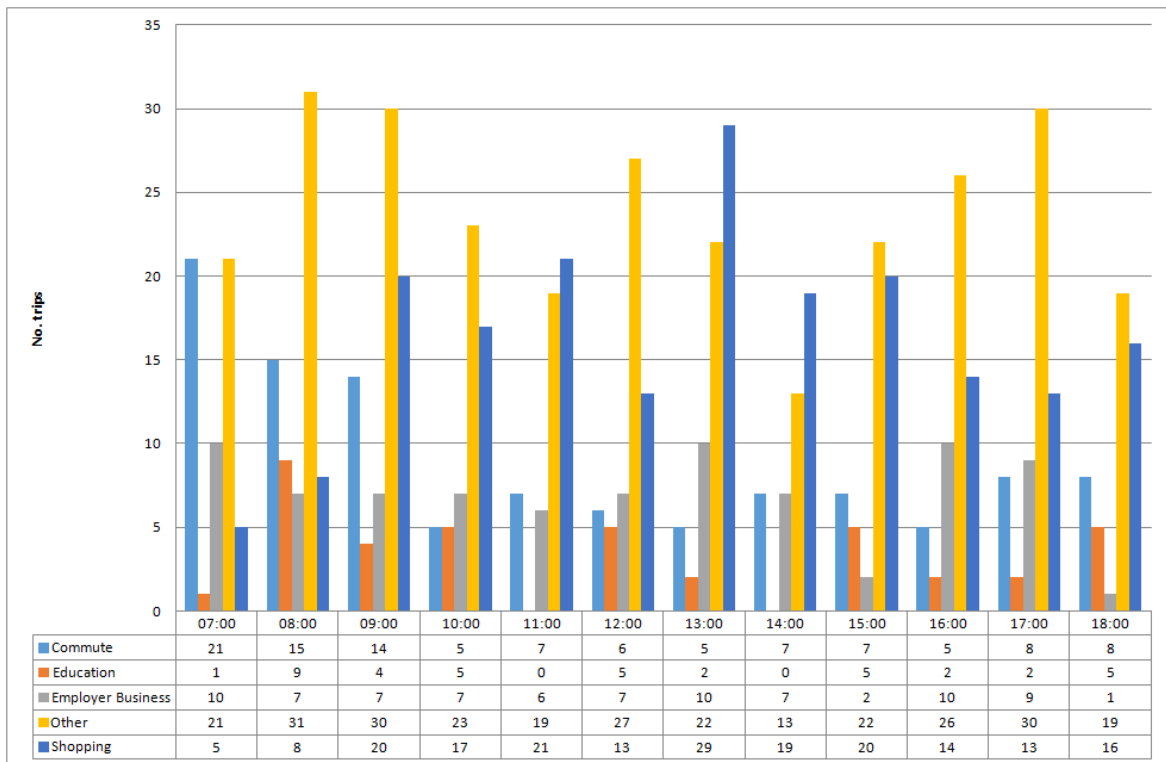


Figure 5 below further expands the data above to consider journey purpose by time of day, from 07:00 to 19:00 hours. Commuter traffic is more prevalent during the morning peak hours as expected. Similarly, education trips peak during the morning peak hour 08:00 – 09:00. Shopping trips peak between 13:00 and 14:00.

Figure 5: Trip purpose by time of day (on New Street)



Vehicle Occupancy (on New Street)

Figure 6 provides a summary of the results from the roadside interview survey in terms of vehicle occupancy. The majority of trips (68%) are single occupancy trips.

Figure 6: Vehicle Occupancy – traffic routing through Selby AQMA

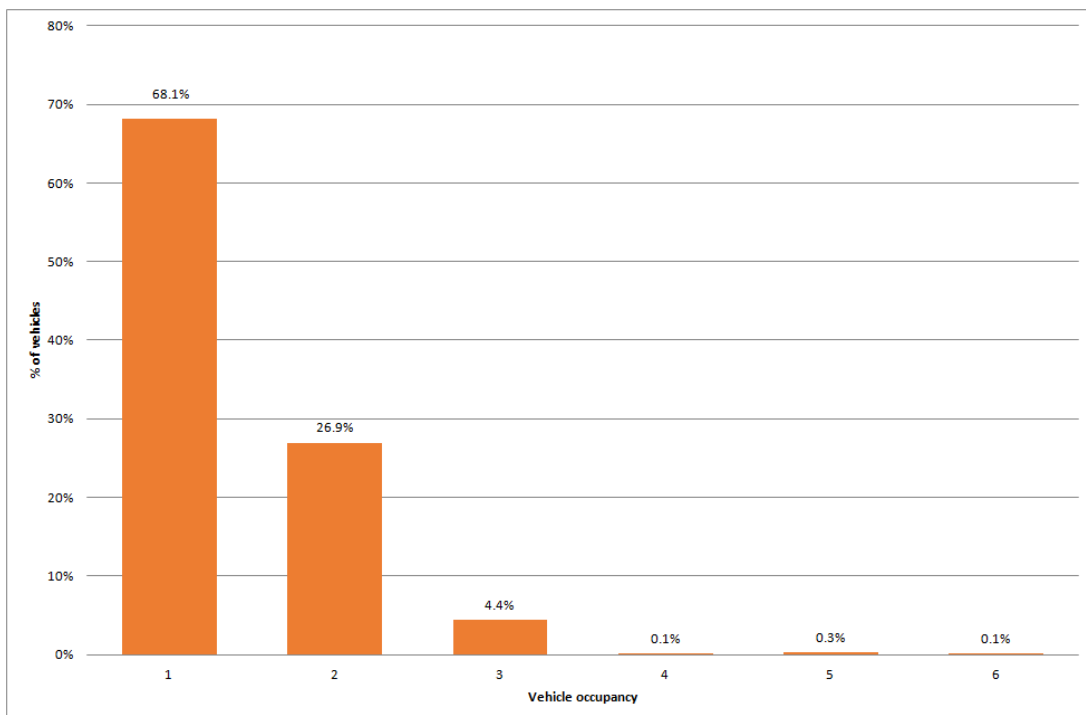
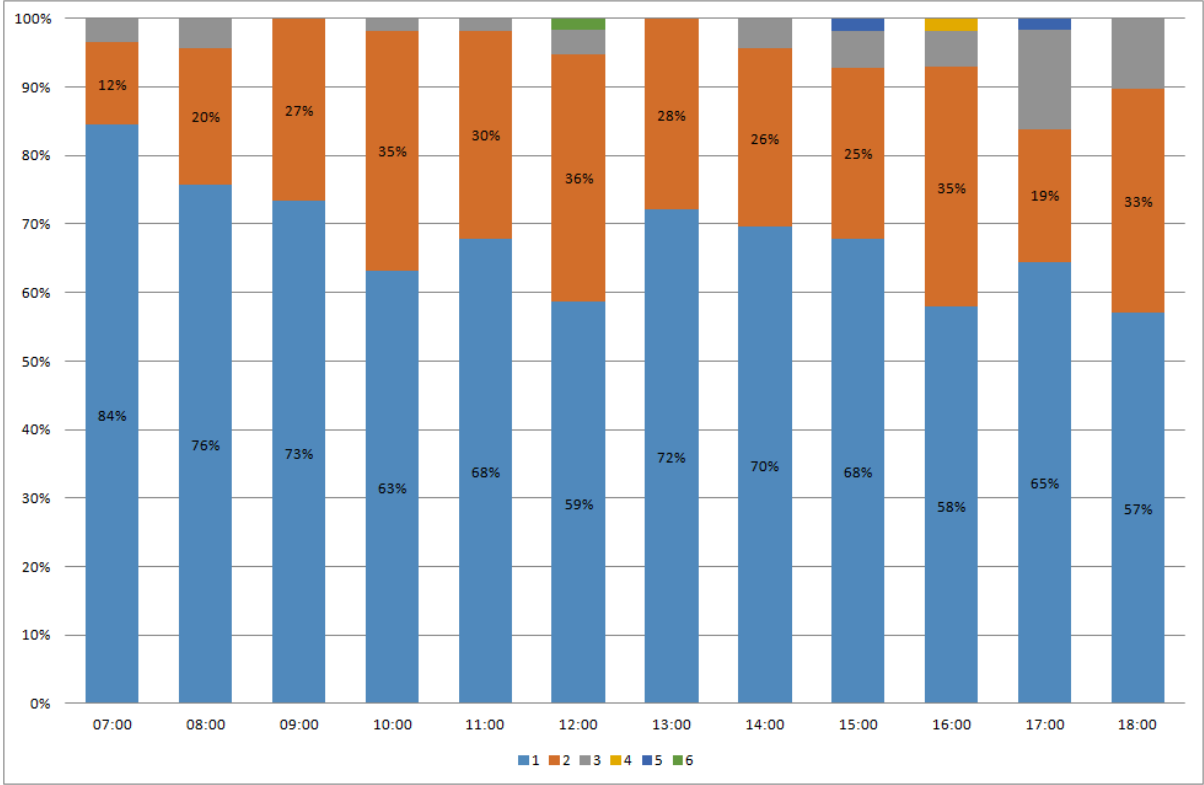


Figure 7 below indicates vehicle occupancy by time of day. The majority of vehicles were carrying 1 or 2 people, with single occupancy being particularly high between the hours of 07:00 and 08:00 (84% of vehicles in this hour were single occupancy vehicles). The vast majority of vehicles using New Street are either single or double occupancy, irrespective of time of day.

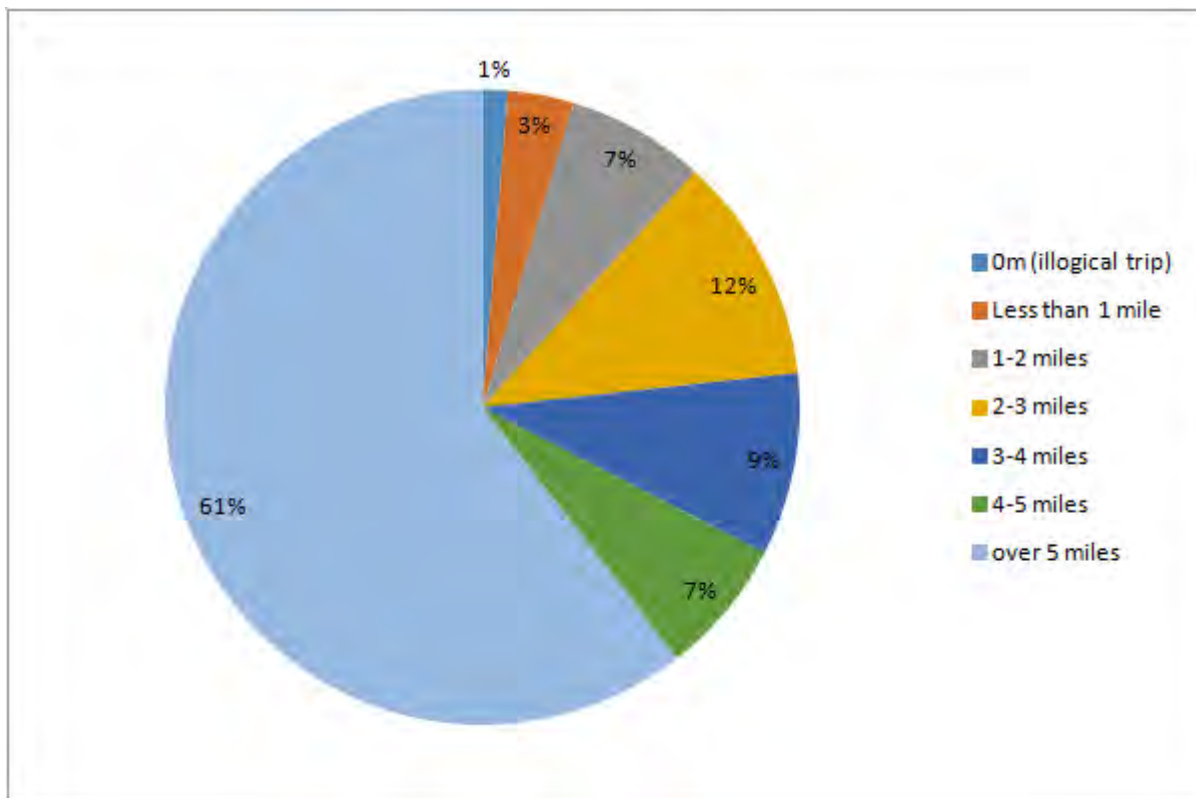
Figure 7: Vehicle occupancy by time of day



Trip Lengths

Figure 8 below provides a summary of the results from the roadside interview survey in terms of distance of trips through New Street. Trips of less than 5 miles make up approximately 38% of trips using New Street. Approximately 61% of trips using New Street are over 5 miles in length.

Figure 8: Distance of trips through New Street AQMA



3.6 Key Priorities for the New Street AQAP

The source apportionment study has shown that traffic sources are a significant contributing factor to the exceedances of the air quality objectives in the New Street area. Traffic sources are estimated to contribute around 69% to the total NO₂ on New Street. Whilst cars (and car derivatives) are the predominant source of NO₂ (collectively contributing almost 50%), they make up over 93% of vehicle movements in the area. As the predominant vehicle type on New Street, the contribution arising from cars is not entirely unexpected.

Other vehicle categories contribute to a lesser extent, although as other UK source apportionment studies have shown, heavy diesel vehicle categories contribute disproportionately to the NO₂ (i.e. collectively, buses and HGVs only make up 2.7% of vehicle movements on New Street, but contribute almost 16% of the NO₂). Bus routing and general signage in the district could assist with minimising the impact of heavy diesel vehicle categories in the New Street area. Measures to reduce emissions from individual buses (for example, retrofitting emission abatement technology or use of alternative fuels) could potentially further reduce their impact,

but this is not currently considered a priority at present based on the relatively low numbers of vehicle movements in the area.

The greatest factors determining the amount of NO_x emitted from traffic are age and type of vehicle. In the case of New Street, due to the sheer volume of traffic using this route, other factors are also likely to be very important, such as the speed at which general traffic moves along New Street and the presence of queuing / idling vehicles, particularly at the junction with Ousegate to the north east of the street.

It will therefore be important to consider junction signal timings, both in the immediate vicinity of New Street, and potentially on the wider network, to help reduce queuing, engine idling and stop-start driving behaviour within the area of air quality technical breach.

- **Priority 1 - Traffic Management / Access Arrangements for New Street.**

Improving air quality in New Street requires either a significant reduction in overall traffic flow, or a means of reducing vehicle queuing / idling on the street. Subject to suitable funding being found, further feasibility studies will be commissioned to consider various access management options. Specific measures are considered further in section 5. A review of junction signal timings, both in the immediate vicinity of New Street, and potentially on the wider network, to help reduce queuing, vehicle idling and stop-start driving behaviour is considered a priority. Selby DC is currently trying to secure funding for an Urban Traffic Control Management (UTMC) system, mainly via negotiations with developers. The introduction of a UTMC system in Selby will be one of the measures included in the wider traffic management feasibility study.

- **Priority 2 – Freight and Delivery Management**

Work will be undertaken with the business community to identify opportunities to reduce the total number of trips associated with commuter and delivery trips linked to town centre businesses. The 'Origin-Destination' study undertaken in Selby has identified a number of LGV movements around Selby town centre and an influx of commuter trips, particularly in the AM peak. It is proposed to undertake a survey of town centre businesses to identify how their activities impact on traffic levels in New Street. The information collected will be used to

inform the development of further action planning measures relating to workplace travel planning and freight partnerships.

Further to the additional vehicle observations undertaken by SDC in June 2016, it was noted that a number of heavy good vehicles in excess of 7.5T are operating in the area that are not being used for the conveyance of goods to local businesses. As HGVs have a disproportionate impact on local air quality as previously described, it is proposed to review signage on the bypass to reduce the number of heavy good vehicles using New Street. An active enforcement campaign is also proposed to discourage further infringement of the weight limit and vehicle restrictions.

- **Priority 3 – Promoting Travel Alternatives**

Observations made of both the source apportionment data and the data collected during the Origin-Destination study suggest that private car trips are responsible for much of the pollution within the AQMA. Many of these trips are of short length (around 10% less than 3 miles). This means that measures which reduce the need to travel (especially by car) and encourage essential journeys to be undertaken by more sustainable modes (such as walking or cycling) are considered an important part of the AQAP for the New Street Area. Such measures will also contribute to air quality improvement across the wider district.

North Yorkshire County Council will continue to work with Selby DC to deliver travel planning in schools and will continue to try and attract additional funding to support sustainable transport measures both within the Selby District and the wider NYCC area. SDC will also investigate the potential for car club provision in the district to reduce 'grey fleet' trips⁷.

- **Priority 4 – Promoting Low Emission Transport Measures**

SDC will develop local low emission vehicle guidance which will identify how the use of low emission vehicles will be further supported and promoted throughout the Selby District. This will cover issues such as an infrastructure

⁷ Grey fleet trips are trips made by individuals in their personally owned vehicles for which they receive financial payment by their employer. This means business trips can be made by a wide variety of vehicles ranging in size, fuel type, emission standard and level of maintenance. Car club vehicles tend to be newer, lower emission and well maintained reducing in less emission per mile travelled. They also prevent the need for second car ownership which may further reduce the number of personal vehicle trips made.

strategy, promotional activities and measures to incentivise the use of EVs. Encouraging the uptake of electric vehicles in Selby will reduce the air quality impact of the many personal car based vehicle trips that are currently taking place in Selby. It may also offer longer term financial benefits to the end users. With a flat topography and an already well developed EV charging infrastructure in neighbouring York, Selby is well placed to be able to transfer many of the existing commuter, social and shopping trips to electric vehicles in the longer term.

- **Priority 5 – Policy Guidance and Development Control**

SDC is already working closely with other local authorities in the Yorkshire and Lincolnshire region to develop low emission planning guidance. Neighbouring local authorities are hoping to develop a memorandum of understanding in relation to application of LES planning measures to ensure consistency in approach across the region. Application of Low Emission Planning Guidance will help to reduce the impact of development related traffic in the New Street area. This will be achieved by ensuring that the many new homes planned for the area are provided with EV charging facilities at the build stage and by requiring developers to provide and/or contribute towards other mitigation measures that will support the uptake of low emission vehicles in Selby.

Development and Implementation of Selby's AQAP

1.5 Consultation and Stakeholder Engagement

This is a consultation draft – this section will be fully updated following completion of the consultation phase.

In developing this AQAP, we have worked with other local authorities, agencies, businesses and the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in table 4.

In addition, we have undertaken the following stakeholder engagement:

- Written consultation with major stakeholders and partners
- Public consultation through NYCC and Selby District Councils website
- Mail shot to residents in the vicinity of the Air Quality Management Area
- Media campaigns

The response to our consultation stakeholder engagement is given in Appendix A.

Table 4: Consultation Undertaken

Consultation undertaken to be indicated in final version of this table

Yes/No	Consultee
	the Secretary of State
	the Environment Agency
	the highways authority
	all neighbouring local authorities
	other public authorities as appropriate, such as Public Health officials
	bodies representing local business interests and other organisations as appropriate

1.6 Steering Group

4.2.1 AQAP steering group

Local Air Quality Management Technical Guidance Note LAQM.TG16 sets out the steps needed to develop an effective action plan. These are:

- 1) Develop the AQAP in stages;
- 2) Undertake appropriate local monitoring and assessment (source apportionment);
- 3) Decide what level of actions are required;
- 4) Establish links to other key policy areas / strategies;
- 5) Establish a Steering Group with key stakeholder groups at an early stage;
- 6) Undertake measures selection and impact assessment;
- 7) Agree monitoring and evaluation of success; and
- 8) Undertake consultation.

As can be seen from this list the establishment of a steering group is an essential step in the AQAP development process.

In Selby the Steering Group operates at two levels:

- i) The Officer Technical Group comprising of:
 - Lead officer for Planning at Selby District Council
 - Lead officer for Transport and Development at NYCC
 - Director of Public Health at NYCC.

- ii) The wider steering group comprising of representatives from:
 - Environmental Health - SDC
 - Highways Department (Projects) – NYCC
 - Transport Department - SDC
 - Policy officers - SDC
 - Planning policy manager – SDC
 - Senior Transport Planner – NYCC
 - Travel Planning Officer - NYCC

- Public Health registrar – NYCC
- City of York Council (acting in a consultancy capacity)

Members of the technical group do not attend every meeting of the wider steering group but are available to provide technical advice, opinion and support to the wider steering group. They also have an '**AQAP champion**' role to ensure the requirements of the AQAP are prioritised and fully integrated into wider council policies and performance monitoring.

The wider steering group is the main 'working group'. To date this group has:

- Developed an initial list of potential measures for inclusion in the consultation version of the AQAP.
- Undertaken a qualitative cost-benefit analysis of all proposed measures
- Collected additional traffic flow and fleet data to support development of the AQAP
- Arranged development and consultation on the draft AQAP
- Incorporated the outcomes of the consultation into the final draft AQAP
- Made arrangements for the final approval of this AQAP by Members

The AQAP steering group will continue to oversee the delivery of the measures in this AQAP and monitor the outcomes. If ongoing monitoring suggests that further measures are needed (beyond those presented in this AQAP) the steering group will be responsible for developing and consulting on these.

A full list of the current steering group members is provided in the Executive Summary. As can be seen from this list the members of the Steering Group include local authority officers from both the district and county councils, and officers from neighbouring City of York Council (a unitary authority). This is in line with the recommendations of LAQM.TG16. Currently there are no elected members on the steering group but Members have been fully involved with the consultation process (see section 4) and may be asked to join the steering group as it moves from the planning to delivery phase. Involving members at the delivery stage will help to ensure the AQAP maintains momentum and remains a political priority.

4.2.2 Role of NYCC in development of the AQAP

Selby DC is a District Authority such that many of the measures needed to improve air quality are outside its direct control. As detailed in section 3.2.2 North Yorkshire County Council is the transport authority for Selby and has already developed a local transport plan (LTP4) which includes transport improvements for Selby.

Whilst there is no statutory requirement for a County Council to 'approve' a district council's Air Quality Action Plan it has been agreed that the following procedure be adopted.

- District Councils be requested to consult individually with local County Council Members during the preparation of the Action Plan.
- The draft Air Quality Action Plan be considered by the relevant Area Committee of the County Council and the comments provided to the Corporate Director of Business and Environmental Services.
- The Corporate Director of Business and Environmental Service, in consultation with BES Executive Members, agree the County Councils formal comments on draft Air Quality Action Plans

As detailed above consultation with NYCC has been undertaken in accordance with this procedure.

4.2.3 Selby AQAP steering group meetings

The first meeting of the Selby AQAP steering group took place on 9th March 2016, shortly after the declaration of the New Street AQMA in February 2016. Since then the group has met on a regular basis to progress development and adoption of the AQAP. The meeting dates and a brief summary of the discussions / actions undertaken at each meeting are summarised in Table 5 below. Full copies of the steering group minutes are available on request from Diana Adamson at Selby District Council (for full contact details see page iv).

Table 5: Selby AQAP Steering Group Meetings

Meeting date	Main Agenda Items	Main Outcomes
9 th March 2016	<p>Membership of the Steering Group</p> <p>Timeline for development of AQAP</p> <p>Review of source apportionment study</p> <p>Initial round table discussion about possible action plan measures</p>	<p>Membership of technical group and steering group agreed</p> <p>Target dates for production and adoption of AQAP agreed</p> <p>Potential issue with exceedance of weight limit on New Street identified from source apportionment work and need for review of HGV signage discussed.</p> <p>Confirmation by NYCC that an origin-destination study was already planned for Selby</p> <p>Initial measures ideas captured for more detailed discussion at future meetings</p> <p>Other policies for consideration identified</p>
21 st April 2016	<p>Election of steering group chair</p> <p>Matters arising from previous meeting</p> <p>Update on origin destination traffic survey</p> <p>Presentation given by Liz Bates from CYC on required approach to action planning and recent changes to LAQM system</p> <p>Discussion on current NO_x monitoring results and level of reduction needed</p> <p>Further idea generation session</p>	<p>Possible candidates for chair discussed</p> <p>Climate change policy to be reviewed with respect to AQAP development</p> <p>Opportunities to get involved with development of new LTP and revision of AQ and planning guidance note identified.</p> <p>Impact of AQAP on public health policies to be further considered.</p> <p>Opportunity to deliver some EV charging via York OLEV grant to be explored.</p> <p>More data to be gathered on taxis.</p> <p>Survey in process</p> <p>CYC to assist Selby DC with undertaking of a cost benefit analysis of proposed measures on a consultancy basis.</p> <p>Levels of NO_x reduction needed identified</p> <p>Ideas captured for detailed discussion at future meetings.</p>
24 th May 2016	<p>Election of steering group chair</p> <p>Matters arising from previous meeting</p>	<p>Chosen candidate for chairing the group declined the offer. Role to be temporarily filled by lead officer for Environmental Health.</p> <p>Review of signage on by pass still pending</p>

	<p>Update on origin destination traffic survey</p> <p>Further discussion around possible AQAP measures</p> <p>Further discussion around links to other policies</p>	<p>No further information received from public health</p> <p>Further traffic observations still under consideration.</p> <p>Street surveys had been completed. Information still being processed by the consultants.</p> <p>Ideas captured for further discussion at future meetings.</p> <p>Links to LTP identified</p> <p>Links to SDC core strategy identified</p> <p>Links to Sustainable Community Strategy identified</p>
28 th June 2016	<p>Matters arising from previous meetings</p> <p>Update on origin destination traffic survey</p> <p>Prioritisation and qualitative cost benefit analysis of previously proposed measures</p>	<p>No clear link yet established with DPH. Discussions taking place around development of a regional public health air quality steering group across North Yorkshire.</p> <p>Pavement widths on New Street have been reviewed.</p> <p>Review of Sat Nav routing has shown on most occasions it will direct traffic via the bypass.</p> <p>Current VMS signs relate to bridge closures on by-pass only.</p> <p>Current controls on bus and taxi ages identified</p> <p>Information provided on previous on road testing of taxis</p> <p>Significant number of LGV trips identified on New Street. HGVs ignoring the weight limit. Buses tend only to be timetabled services but some old vehicles. Small number of coaches and these are generally fairly new vehicles.</p> <p>Compiling of colour coded cost effectiveness / prioritisation table commenced (see section 5.2.4).</p>
21 st July 2016	<p>Matters arising from previous meetings</p> <p>Update on origin destination traffic survey</p>	<p>Public Health have confirmed a meeting will be held with NY council leads on air quality</p> <p>All taxi previously tested at roadside passed emissions test</p> <p>Further data being compiled on taxi fleet e.g. ages, fuel type etc</p> <p>Summary report presented by NYCC. Majority of trips into Selby appear to be shopping / leisure related and commuter trips. Education based trips are low.</p>

	Prioritisation and qualitative cost benefit analysis of previously proposed measures	Table completed for most of the measures. Further input needed from planning on some of the measures before table can be completed
20 th September 2016	<p>Matters arising from previous meetings</p> <p>Presentation of taxi data</p> <p>Update on traffic data</p> <p>Action plan matrix development</p>	<p>Baseline data on the taxi fleet now available. Requires further analysis to determine number, age and type of wheelchair accessible vehicles prior to any policy further policy development work.</p> <p>Mouchel have undertaken further analysis to fill in the gaps in the original survey work. Early morning and evening commuter trips are clearly evident. Educational trips appear low. More analysis requested to identify number of LGV trips. List of HGVs observed to be breaching HGV ban to be passed to highways. Main issue appears to be private car trips and deliveries. To work with local businesses to identify potential solutions. Options for car share schemes also to be investigated.</p> <p>Further discussion session and date set for submission of first draft AQAP to the steering group (November 2017)</p>
17 th January 2017	<p>Matters arising from previous meeting</p> <p>Review of first draft AQAP document</p> <p>Discussion around consultation process</p>	<p>LES planning guidance to be given further consideration by Selby DC planners</p> <p>Further information to be sort from public health colleagues on links to Healthy weights, healthy lives document</p> <p>Amendments to draft to be undertaken by YES and resubmitted to the group in 3 weeks time</p> <p>First draft to be circulated for wider internal comment prior to development of final consultation draft.</p> <p>Consultation draft and public consultation proposals to be taken to members for approval</p> <p>Following public consultation draft to be further amended and taken back to members for final approval as the adopted Selby AQAP.</p> <p>Work to commence on business questionnaire</p> <p>Consultation t o be posted on Selby DC website, in local press, in libraries. Leaflets to be produced for New Street residents.</p> <p>Plans for consultation with other key stakeholders to be discussed at future meetings</p>

4.2.4 Cost benefit analysis

As part of the AQAP development work the steering group completed a qualitative cost-benefit analysis of the all the measures proposed for inclusion in the AQAP.

The full results of this analysis can be found in appendix C.

Each measure suggested for inclusion in the AQAP was broadly assessed against the following criteria:

- Feasibility
- Economic Impact
- Impact on congestion
- Impact on local air quality
- Public Health Impacts (PM_{2.5} & wider determinants)
- Compatibility with SDC planning policies
- Compatibility with NYCC planning policies / LTP
- Public Perception
- Social Economic / Equality Impacts
- Impact on carbon emissions

For each of these issues each individual measure was given a 'traffic light' colour coding as shown in the example below (table 6).

- Red - measure considered unsuitable for inclusion in the AQAP
- Amber – measure requires further investigation prior to inclusion / exclusion from the AQAP
- Green – no major barriers to inclusion of the measure within the AQAP

Further details on the matters considered when considering the allocation of the colour coding for each criteria can be found at Annex C.

Any measures considered to be too constrained by 'red' issues were removed from the list of potential AQAP measures prior to further consideration. A list of removed measures and the reasons for their removal can be found at Appendix B.

Table 6: Example of qualitative cost-benefit analysis

Proposed measure	Feasibility	Economic Impact	Impact on congestion	Impact on local air quality	Public health impacts	Impact on carbon emissions	Compatibility with SDC planning policies	Compatibility with NYCC planning policies	Public perception	Social economic / Equality impacts
Car club operated by Selby DC	Orange	Orange	Light Green	Light Green	Light Green	Light Green	Light Green	Red	Light Green	Light Green

4.2.5 Prioritisation of measures

After considering the general acceptability of each measure (in accordance with Table 6 above) each of the measures was then considered in terms of:

a) ability to tackle emissions from different vehicle types and different vehicle trips (see tables 7 and 8 below).

b) indicative capital and revenue costs based on the following cost estimations.

- < £25,000 low cost measure
- >£25,000 < £100k medium cost measure
- >100k high cost measure

It should be noted that these are only indicative first estimates of costs. Any measures to be implemented will need to be subject to further detailed cost benefit analysis as part of the project planning phase.

The final list of measures included in the plan are those that are considered the most cost effective and able to tackle the greatest number of priorities for improving air quality in Selby (as detailed in chapter 4).

Table 7: Prioritisation based on ability to reduce emissions from different vehicle types

Proposed measure	Private car emissions	Fleet car emissions	Bus emissions	HGV emissions	LGV emissions	Taxi emissions
Car club operated by Selby DC						

Table 8: Prioritisation based on ability to reduce emissions from different trip types

Proposed Measure	Commuter	Business Trips	Deliveries	Leisure / Shopping	Education	Other
Car club operated by Selby DC						

4.2.6 Planned further work of the steering group

Subject to further discussion

AQAP Measures

Table 9 shows the Selby District Council AQAP measures. It contains:

- a list of the actions that form part of the plan
- the responsible individual and departments/organisations who will deliver this action
- expected benefit in terms of pollutant emission and/or concentration reduction
- the timescale for implementation
- how progress will be monitored

Further information on the likely costs of implementing these measures can be found in appendix C.

NB: Please see future ASRs for regular annual updates on implementation of these measures

Table 9: Air Quality Action Plan Measures

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
1	Access management study for New Street	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, inc Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane	NYCC SDC	2017	Subject to funding	Completion of access management study	Emission reduction potential from different access management schemes to be identified as part of study	None	Target date June 2018 (Subject to funding)	Improving air quality in New Street requires a significant reduction in the annual average daily traffic flow (AADT) and / or better management of the existing flow. Various access management options for achieving this have been identified during the development of the AQAP and now require further investigation to determine which offers the most cost effective solution. An Urban Traffic Management Control (UTMC) system is currently a preferred option for Selby (subject to funding). This will be one of a number of potential solutions included in a traffic management options study for the AQMA. Measures to smooth traffic flows are a key recommendation in the recent draft NICE air quality guidelines. The undertaking of this study is subject to suitable funding being found.
			UTMC, Congestion management, traffic reduction								

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
2	Investigate possible erection of anti-idling signage	Traffic Management	Anti-idling	SDC NYCC	2017	TBD if considered feasible	Completion of anti-idling signage feasibility study	Not quantified	None	December 2017	Ryedale DC has erected advisory anti-idling signage within AQMAs requesting drivers to switch off engines when stationary. Selby DC will identify the scope for providing anti-idling signage on New Street. Signs would be advisory only. There is currently no plan to undertake active anti-idling enforcement in Selby due to the enforcement and administration costs associated with this.
3	Investigate provision of a low emission car club for use by Selby District Council and Selby Hospital staff	Alternatives to private vehicle use	Car Club	Selby DC	2017	2018	Opening of car club	To be determined once number of 'avoidable' grey ⁸ fleet trips have been identified	None	December 2018	Selby DC will investigate the potential for provision of a car club in the car park shared by Selby DC and Selby Hospital. A car club could help to reduce 'grey fleet' trips within both organisations and the need to bring personal vehicles to work. A similar successful scheme is already operating in York. Selby DC will look to learn from this scheme.

⁸ A 'grey fleet' trip is a business trip undertaken by an individual in their own personal vehicle as part of a 'car user' allowance arrangement. Grey fleet trips are undertaken by many different types, ages and size of vehicles and encourage staff to travel to work by car. Replacing 'grey fleet' trips with car club trips offers more control over the type, age and emission level of the vehicle used and reduces the need for staff to drive to work.

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
4	Review number of commuter and delivery trips generated by town centre businesses. Work with the business community to identify opportunities to reduce the total number of trips.	Freight and delivery management	Freight Partnerships for town centre deliveries	Selby DC	2017	2017	Number of premises surveyed	To be identified once number of current trips and options for reducing them have been identified	None	December 2017	The origin destination study undertaken to support the development of Selby's AQAP has identified a large number of LGV movements around Selby town centre and an influx of commuter trips in the am peak. It is proposed to undertake a survey of town centre businesses to identify how their activities impact on traffic levels in New Street. The information collected will be used to inform the development of further action planning measures relating to workplace travel planning and freight partnerships.
		Promoting Travel Alternatives	Workplace Travel Planning								
5	Improve signage relating to New Street weight limit and undertake active enforcement of weight limit on New Street	Freight and Delivery Management	Route Management Plans/ Strategic routing strategy for HGV's	NYCC	2017	2018	Erection of improved signage	Based on modelling undertaken using the Emission Factor Toolkit (v7.0), in the <u>AQMA area only</u> (~125m of road), this is expected to deliver savings of 2.95kg NO _x , 0.21kg PM ₁₀ and 0.13kg PM _{2.5} per year. Emission savings would increase significantly across the wider urban area surrounding New Street.	None	December 2017	The origin destination study undertaken to support the development of Selby's AQAP has identified that HGVs exceeding the New Street weight limit are currently regularly operating in the area. As HGVs have a disproportional impact on local air quality it is proposed to improve signage relating to the New Street weight limit (particularly along the by-pass). Once the new signage is in place an active enforcement campaign will be instigated to discourage further infringement of the weight limit. Funding for the new signage has already been confirmed. The Traffic Regulation Order (TRO) for New Street is to be sent to 'Tom-Tom' to ensure the weight limits appear on SAT NAV systems used by drivers.
							Completion of active enforcement campaign				

6	Develop low emission planning guidance	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	Selby DC	2017	2017	Number of EV charging points requested on new developments	Assuming a local resident makes a trip into Selby by car 5 days per week (a round trip of 6km) the total annual tailpipe emissions based on an 'average size car' in the EFT are around 0.39kg NO _x and 0.05kg PM. If 5% of residents in the 7500 new homes planned for Selby made this journey in an electric car potentially 146.25kg NO _x and 18.75kg of PM could be saved annually. In practice the electric vehicles would be likely to make many other trips during the year and go beyond the Selby boundary so actual emission savings could be much higher.	Selby DC is already working with YALPAG ⁹ members to develop a regional approach to LES planning	December 2017	Selby DC is already working with other local authorities in the Yorkshire and Lincolnshire regions to develop a memorandum of understanding in relation to application of LES planning measures. This will include an agreed approach to the requesting of mitigation measures such as EV charging points, Construction Environmental Management Plans (CEMPS) and Low Emission Travel Plans. On some occasions developers may also be asked to contribute towards further on-site or off-site emission mitigation measures. The low emission planning guidance will also take into account the need to minimise opportunities for new exposure to air pollutants by setting back relevant locations such as housing, schools and care homes from busy roads in line with the recent draft NICE air quality guidelines. The aim is to have a draft LES planning guidance note for Selby completed by the end of 2017.
			Regional Groups Co-ordinating programmes to develop Area wide Strategies to reduce emissions and improve air								

⁹ Yorkshire and Lincolnshire Pollution Advisory Group – a group consisting of air quality officers from across the Yorkshire and Lincolnshire region (formally known as YAHPAC)

7	Development of low emission vehicle guidance	Policy Guidance and Development Control	Low Emission Strategy	NYCC Selby DC	2016	2017	Publication of new NYCC low emission vehicle policy Publication of Selby DC low emission vehicle guidance	Not quantified	NYCC has already commenced a review of regional policy Selby DC currently does not have low emission vehicle guidance	June 2018	<p>NYCC operates a limited number of vehicles within the Selby District area and controls some on-street parking. NYCC EV charging infrastructure projects are currently only planned for outside Selby DC area (mainly at P&R sites). The new NYCC low emission policy is not expected to impact significantly on air quality in Selby.</p> <p>Selby DC will develop a local low emission vehicle guidance which will identify how the use of low emission vehicles will be further supported and promoted throughout the Selby District, This will cover issues such as an infrastructure strategy, promotional activities and incentivising the use of EVs.</p>
8	Provide publicly accessible EV charging infrastructure and priority parking for low emission vehicles in Selby	Promoting Low Emission Transport	<p>Procurng alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging</p> <hr/> <p>Priority parking for LEV's</p>	Selby DC	2017/18	2019	Number of EV charging points provided in Selby DC car parks	See comments above on possible emission savings from short distance local trips being converted to electric vehicles	None	Ongoing	<p>Following the development of the wider low emission vehicle strategy (measure 7) Selby DC will aim to commence delivery of publicly accessible EV charging infrastructure as soon as possible.</p> <p>There is currently no funding available for the provision of EV charging infrastructure within the Selby District. Selby DC will continue to explore all possible funding opportunities and will also pursue the provision of public EV charging points via the planning system (measure 6).</p> <p>SDC is currently working on a Car Park Strategy. Priority 3 of the draft strategy is 'to provide well-maintained car park facilities which meet the needs of customers'. This is underpinned by an action to ensure electric vehicle charging points are made available in appropriate car parks.</p> <p>This strategy also has an action that will assess car parks for the need for specialist parking bays; this may be family, disabled or priority parking for LEV's. The AQMA steering group fed into the consultation process asking for this to be considered as part of the strategy.</p>

9	Investigate opportunities for developing sustainable procurement policies within Selby DC and NYCC	Promoting Low Emission Transport	Public Vehicle Procurement - Prioritising uptake of low emission vehicles	Selby DC NYCC	2017/18	2019	Number of low emission vehicles procured by Selby DC and NYCC	Not quantified	None	December 2019	Selby DC and NYCC will review their vehicle procurement policies to ensure ultra low emission vehicles are purchased whenever possible. This is in line with the recent draft NICE guidelines. As both authorities currently operate relatively new vehicles this measure is considered to be low priority.
10	Undertake a review of current taxi fleet to identify current ages and emission standards. Investigate use of a taxi incentive grant to promote uptake of hybrid vehicles in the fleet	Promoting Low Emission Transport	Taxi emission incentives	Selby DC	2017	2018	% reduction in number of diesel taxis in the fleet	Not quantified	Initial fleet review completed	Grant dependant	A review has already commenced of the current taxi fleet in Selby. The majority of the fleet are currently relatively modern diesel vehicles. There is scope to reduce emissions from the taxi fleet by offering incentives for the uptake of petrol hybrid vehicles in preference to diesel cars but this would require significant levels of funding which currently do not exist Selby will continue to review and analyse the taxi fleet and to try and secure funding to promote alternatives as and when possible.
11	Improve public access to air quality information and advice	Public Information	Leaflets Internet	Selby DC	2017	2018	Review and update of Selby DC air quality web pages completed	n/a	None	June 2018	The Selby DC air quality website will be update to reflect the aims and objectives of the AQAP and to highlight how members of the public can help improve air quality on New Street through better travel choices and vehicle purchasing decisions. Further information will also be provided on the health impacts of air quality and how people can reduce their own personal exposure levels. This is in line with the recent draft NICE guidelines. An information leaflet will be produced for local business highlighting the most effective transport routes around the town centre and highlighting other issues such as illegal parking (leading to congestion) and idling emissions.

12	Continue to improve opportunities to cycle in Selby district.	Transport Planning and Infrastructure	Cycle network	NYCC	Ongoing	Ongoing	Km of new cycle network provided in Selby DC	n/a	NYCC already delivers and maintains cycling based measures across the North Yorkshire region through the NYCC Transport Plan.	Ongoing	<p>Themes 3n and 3j of the NYCC Transport Plan set out NYCCs approach to improving air quality through sustainable travel measures. Due to funding constraints NYCC is currently prioritising maintenance of existing infrastructure for cycling over the provision of new facilities. Any new cycle facilities for the Selby district will have to be negotiated via planning decisions and paid for by developers. This will be considered during the preparation of low emission planning guidance (measure 6). When planning the provision of new cycling infrastructure regard will be given to the draft NICE guidelines which highlight the need to place cycle lanes as far away from busy roads as possible and ideally in off-road locations.</p> <p>A number of bike libraries operate in the Yorkshire region as part of the welcome to Yorkshire 'Borrow Bike Scheme'. Home Yorkshire Bank Bike Libraries It may be possible to set up a similar scheme in Selby.</p>
			Public Cycle Hire Scheme								
13	Continue to promote sustainable travel in Selby	Promoting Travel Alternatives	Intensive active travel campaign and infrastructure	NYCC	Ongoing	Ongoing	Further investment in promoting travel alternatives in Selby	n/a	NYCC already delivers sustainable travel promotional activities across the county	Ongoing	<p>Themes 3n and 3j of the NYCC Transport Plan set out NYCCs approach to improving air quality through sustainable travel measures. Due to funding constraints NYCC is not currently intending to intensify travel alternative promotional activities within Selby DC within the lifetime of this action plan.</p> <p>Intensive active travel planning measures and personalised travel planning schemes exist in other parts of the NYCC area and there is scope to extend these to the Selby District if additional funding can be found.</p> <p>NYCC will continue to work with Selby DC to deliver travel planning in schools, and will continue to try and attract additional funding to support sustainable transport measures both within the Selby District and the wider NYCC area. These activities support the recent draft NICE guidelines on air quality.</p>
			Personalised travel planning								
			Promotion of walking								
			School Travel Plans								

Appendix A: Response to Consultation

Table A.1 – Summary of Responses to Consultation and Stakeholder Engagement on the AQAP

Consultee	Category	Response

Section to be completed after public consultation has taken place

Appendix B: Reasons for Not Pursuing Action Plan Measures

Table B.1 – Action Plan Measures Not Pursued and the Reasons for that Decision

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
Alternatives to private vehicle use	Bus based Park and Ride	The origin destination study undertaken to support the development of the AQAP has shown that many of the car based commuter, shopping and social trips into Selby town centre originate very close to the town centre and would be unlikely to be impacted upon by the provision of a bus based Park and Ride system on the outskirts of the town (which people would have to drive to). Such a facility is likely to require a large financial investment and is unlikely to be commercially viable at this time. Encouraging modal shift to walking and cycling is considered a greater priority for local based car trips and this will also offer other health improvement benefits. There are also concerns about the additional noise and emissions Park and Ride buses could create in the district, particularly for those living along the route of any such service. These impacts could be reduced by the use of zero emission (electric buses) but the power generation for such vehicles could impact on other areas of Selby given that there are power stations very close by. The cost of an electric service would also be a major hurdle at this time.
Alternatives to private vehicle use	Rail based Park and Ride	Due to the location of the rail station in Selby it is considered unlikely that commuter trips to the station are currently impacting significantly on the AQMA. It is also considered unlikely that there would be sufficient demand to make a

		<p>Park and Ride service to the rail station viable unless it was combined with a wider town centre service. This could increase noise and emissions in the town centre and as detailed above there are also concerns about the viability of a Park and Ride service aimed at users of Selby town centre. Selby DC will continue to work with the station to identify opportunities for improving current access and parking arrangements and will continue to promote walking and cycling to the station where possible.</p>
Alternatives to private vehicle use	Car club operated by North Yorkshire County Council	<p>As most of the car parking in Selby is under the control of Selby DC they are best placed to pursue the idea of a car club.</p>
Freight and Delivery Management	Freight Consolidation Centre for HGVs	<p>Selby town centre is not considered large enough to make the development of a freight consolidation centre for HGVs viable. Such a facility would be better hosted in one of the larger neighbouring authorities such as York where the majority of the larger chain stores and supermarkets are located. Consolidated deliveries to Selby could run from a more centralised facility of this type. City of York Council have identified a freight consolidation centre as an aim of their current air quality action plan and Selby DC will engage with CYC on this issue as the opportunity arises. Selby DC will also undertake further discussion with local businesses and residents about the possibility of setting up more centralised collection points for goods delivered LGVs.</p>
Promoting Low Emission Transport	Emission based permit parking	<p>There is currently no permit parking in Selby or plans to introduce it.</p>
Promoting Low Emission Transport	On street vehicle emission testing	<p>The resource cost of undertaking such an exercise in Selby is considered likely to far outweigh the likely benefit. Selby DC has in the past undertaken on-street testing of taxis and</p>

		found most vehicles to be compliant. Pulling up vehicles for testing can result in additional congestion which could impact on air quality in other parts of the district. Any available budget for enforcement action is considered better targeted at enforcing the HGV weight limit on New Street.
Promoting Low Emission Transport	Clean Air Zone (CAZ)	Selby's AQMA is small and concentrated on a single street. The cost of implementing and enforcing a CAZ would be disproportionate to the issue and likely to have a severe detrimental impact on the local economy. A CAZ will only be considered a last resort if other strategic highway improvements (to be considered as part of the New Street Access feasibility study) are found unlikely to successfully reduce pollutant concentrations on New Street.
Promoting Low Emission Transport	Taxi Licensing conditions	Taxi licensing conditions in Selby have only recently been reviewed (2016). A further review is unlikely to take place within the lifetime of this action plan. Selby DC will continue to monitor progress with taxi licensing and if an opportunity arises to influence emissions from the taxi fleet using this mechanism it will be added to the action plan measures at a later date.
Public Information	Via television	Public information via leaflets, internet and possibly radio will form an important part of the Selby AQAP but there is unlikely to be enough resources to extend this to television
Traffic Management	Anti-idling enforcement	As part of the AQAP Selby DC will look at the possibility of erecting anti-idling signage along New Street but at this stage are not proposing to undertake enforcement action against idling vehicles. There is very limited resource for enforcement activity within Selby or North Yorkshire and what resource is available will be used to enforce the HGV weight limit on New Street.

Traffic Management	Reduction of speed limits, 20mph zones	Traffic flow through the New Street AQMA is already very slow due to the presence of the junction and traffic lights. Any measure to reduce the speed limit on New Street is unlikely to result in any air quality improvement.
Traffic Management	Road User Charging (RUC)/ Congestion charging	Selby's AQMA is small and concentrated on a single street. The cost of implementing and enforcing congestion charging would be disproportionate to the issue and likely to have a severe detrimental impact on the local economy. Congestion charging will only be considered a last resort if other strategic highway improvements (to be considered as part of the New Street Access feasibility study) are found unlikely to successfully reduce pollutant concentrations on New Street.
Traffic Management	Workplace Charging Levy	The level of workplace charging in Selby town centre is currently not well understood. Selby DC proposes to work closer with local businesses to identify how staff and goods travel to and from the town centre and to develop a series of improvement measures to reduce the impact on New Street. It is recognised that workplace charging would have a direct economic impact on people employed in Selby and may affect the ability of town centre shops and businesses to recruit the right calibre of staff. Workplace charging would only be introduced as a last resort if other effective air quality improvement measures can't be agreed with the local business community.
Transport Planning and Infrastructure	Public transport improvements-interchanges stations and services	There are currently some discussions taking place around possible improvements to Selby rail station and improving its offer as an alternative to the private car. These negotiations are in their early stages and it is too early to commit to specified improvements within this AQAP. Selby DC will continue to monitor developments around the station

		and will update the AQAP at a later date if firmer plans are put in place.
Vehicle Fleet efficiency	Fleet efficiency and recognition schemes	Many local authorities within the Yorkshire region have already signed up to the Eco-stars fleet recognition scheme. Many of the vehicles travelling in and around Selby will be members of these schemes and large fleets operating out of Selby into these other areas will be eligible to join them. Developing a local fleet recognition scheme is expensive and likely to be of little benefit to air quality in Selby.
Vehicle Fleet efficiency	Promoting low emission public transport	It has been found that only a small number of buses operate through New Street (see origin destination study). The majority of these are services that operate between Selby and York and will be subject to the Clean Air Zone controls planned for York. It is considered that this will be sufficient to ensure future emission improvement for buses using New Street and no further action is needed at a local level.

Appendix C: Cost / benefit screening of measures

This Appendix should be read in conjunction with the detailed Action Plan Matrix submitted as a separate pdf document to this report.

As detailed in section 5.2.4 of the main report a simple cost benefit screening exercise was undertaken for all the measures originally put forward for inclusion in the air quality action plan. The first stage of this process was to examine the general level of likely acceptability taking into account the following considerations:

Feasibility

Red – Project is of a scale or type that will be unaffordable, and / or politically unacceptable, and/or not legally possible. Does not warrant further investigation

Amber – Current feasibility is unknown but considered worthy of further investigation

Green – Project is of a size that should be relatively simple to implement, wouldn't have major planning issues and is legally possible

Economic impact

Red – Project considered to have significant negative economic implications for Selby which are unlikely to be acceptable

Amber- Economic impact needs further investigation

Green- Considered likely to improve access, create a better shopping environment, improve conditions for local traders, create job opportunities.

Impact on congestion

Red – Likely to create significant congestion problems elsewhere around Selby

Amber – Impact on congestion requires further investigation

Green – Expected to reduce congestion on New Street without significant congestion impacts elsewhere around Selby

Impact on local air quality

Red – likely to make air quality worse on New Street

Amber – potential impact on New Street requires further investigation

Green – likely to improve air quality on New Street

CO₂ impact

Red – Likely to give rise to an overall increase in CO₂ across Selby District

Amber - potential impact on CO₂ emissions requires further investigation

Green – Likely to reduce total CO₂ emissions across the Selby District

Compatibility with SDC planning policies

Red – Known to be incompatible

Amber – Needs further investigation

Green – Known to be compatible

Compatibility with NYCC planning policies

Red – Known to be incompatible

Amber – Needs further investigation

Green – Known to be compatible

Public Perception

Red – Likely to give rise to significant public concern and opposition

Amber – Public perception currently unknown – needs further consultation

Green – Measure likely to have general public support with limited opposition likely

Socio Economic Impacts / Equalities

Red – Likely to impact on some members of the population more than others

Amber – Needs further investigation

Green – No socio economic or equality issues identified

Any measures which returned numerous 'red' results during this process were removed from the list of initial measures and not considered further during development of the action plan. These measures are included in Appendix B where a further explanation for their removal is provided.

The remaining measures were then considered in terms of their ability to address the main air quality issues in Selby and their likely costs. Those measures which cost the least and are able to impact on the most journeys (or key journey types) will be prioritised within the plan. Reducing and preventing the impact of car based shopping trips is a major challenge for the Selby AQAP.

9 Appendix D: New Street Traffic Order

THIS ISA COPY OF A SEALED ORDER
NORTH YORKSHIRE COUNTY COUNCIL
(PROHIBITION OF HEAVY COMMERCIAL VEHICLES)
(NEW STREET AND THE CRESCENT (PART) SELBY
ORDER 2005

North Yorkshire County Council (hereinafter referred to as “the Council”) in exercise of their powers under Sections 1(1), 2(1) and 2(4) of the Road Traffic Regulation Act 1984 (“the Act”) and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, hereby make the following Order-

PART I - GENERAL

This Order shall come into operation on 18 April 2005 and may be cited as “North Yorkshire County Council (Prohibition of Heavy Commercial Vehicles) (New Street and The Crescent (Part) Selby) Order 2005”.

2. In this Order “Heavy Commercial Vehicle” has the meaning given to that expression by Section 138 of the Act.

PART 2- RESTRICTIONS ON HEAVY COMMERCIAL VEHICLES

3. Save as provided in article 4 of this Order no person shall except upon the direction or with the permission of a Police Constable in uniform or of a Traffic Warden cause or permit any heavy commercial vehicle to proceed in either direction along the road or length of road specified in the Schedule to this Order.

4. (1) Nothing in article 3 of this Order shall render it unlawful for any heavy commercial vehicle to proceed along the road or length of road specified in article 3 if the vehicle is being used:

- (a) for or in connection with the conveyance of goods to or from any premises on or adjacent to that road or length of road,
- (b) in connection with the carrying out of any of the following operations, namely:
 - (i) building industrial or demolition operations,
 - (ii) the removal of obstructions to traffic,
 - (iii) the maintenance, improvement or reconstruction of any road,
 - (iv) the laying, erection, alteration or repair in or in land adjacent to any road of any sewer or any main, pipe, cable or apparatus for the supply of water, gas or electricity or any telecommunications apparatus as defined in the Telecommunications Act 1984,
- (c) for fire brigade, police or ambulance purposes,
- (d) to proceed to or from any premises at which the vehicle on that occasion is to be or has been garaged, serviced or repaired,
- (e) in the service of a Local Authority or Water Authority in pursuance of statutory powers or duties of that Authority,
- (f) for the purpose of access to or from any premises or land situated on or adjacent to any other public road which has a junction with the road or length

of road specified in the Schedule to this Order.

(2) In this article any reference to premises or land is a reference to premises or land, in whole or in part, to which access for heavy commercial vehicles can be obtained by means only of a road or length of road specified or referred to in article 3 of this Order and any reference to the carrying out of any operations is a reference to the carrying out of such operations on any premises, land or road specified in article 4 of this Order.

5. The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any Order or regulations made or having effect as if made under the Act or by or under any other enactment.

THE SCHEDULE
Roads in the Town of Selby

Column 1 Item	Column 2 Road	Column 3 Length
1	New Street and The Crescent (part)	Between Ousegate and Park Street

THE COMMON SEAL

of NORTH YORKSHIRE COUNTY COUNCIL
was hereunto affixed this 16 day of March
2005 in the presence of:-

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
ASR	Air quality Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
EU	European Union
LAQM	Local Air Quality Management
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less

References

- Air Quality Annual Status Report (ASR), Selby District Council, June 2016 – available online at:
<http://www.selby.gov.uk/sites/default/files/air%20quality%20management.pdf>
- North Yorkshire Local Transport Plan 2016 - 2045 (LTP4), North Yorkshire County Council, available online at:
<http://www.northyorks.gov.uk/article/30583/Local-transport-plan-four-LTP4>
- North Yorkshire joint Health and Well Being Strategy 2015 – 2020 available online at: <http://www.nypartnerships.org.uk/index.aspx?articleid=20933>

Selby District Council

REPORT

Reference: E/17/10

Item 5 - Public



To:	Executive
Date:	3 August 2017
Status:	Key Decision
Report Published:	26 July 2017
Author:	Phil Crabtree, Interim Head of Planning
Executive Member:	Cllr Mark Crane, Leader of the Council
Lead Officer:	Dave Caulfield - Director of Economic Regeneration & Place

Title: Provision of New Roundabout Bawtry Road, Selby

Summary:

This report provides an update for the Executive on the provision and funding for a new roundabout at the junction of Selby Business Park and Bawtry Road. It seeks approval for the allocation of Community Infrastructure Levy Funding towards the cost of provision and the allocation of programme for growth contingency funding if required. This will help facilitate the development of a proposed retail/leisure scheme (subject to planning permission) and the future development of the business park.

Recommendations:

- i) That the proposed roundabout solution on Bawtry Road (as shown on the attached plan) be supported in principle subject to final cost estimates, and the landowners contribution and the necessary planning consents.**
- ii) That the CIL receipts arising from the proposed retail development be applied to the construction of the proposed roundabout in accordance with s 216 Planning Act 2008.**
- iii) That a contingency sum of £150k be earmarked in Programme for Growth should it be required for exceptional items (eg works to the water main).**

Reasons for recommendation

To support employment growth.

1. Introduction and background

- 1.1 Staynor Hall was granted planning permission in 2005 for the erection of 1200 dwellings, employment, public open space shopping and community facilities including 2,000 square meters of retail. The development includes a s106 Agreement for the provision for offsite transportation infrastructure including £51k for the construction of a new roundabout to serve the employment land on Bawtry Road.
- 1.2 Following revisions to the layout two full planning applications were submitted for the construction of a new food store and pub/ restaurant on the former employment land (see attached plan). This included a new access road (rather than the originally proposed roundabout). The application has been the subject of a Solicitors letter before action on behalf of some of the occupiers of Selby Business Park principally relating to the impact of the proposed new access arrangements on the business park, but also involving issues relating to the retail sequential test and the potential loss of employment land.
- 1.3 The best overall solution (in terms of current planning applications and future potential developments in the near vicinity) would be through the provision of a new roundabout (as originally proposed). This would also assist in bringing forward future development in the vicinity including current applications for new employment floor space on the business park and other brownfield land in the vicinity.
- 1.4 The cost of the new roundabout is estimated to be between £500k - £600k although it is possible that an exceptional cost of £150k could result if a water main has to be diverted.

2. The Report

- 2.1 We have explored options for securing the access to the proposed development over the time period that the application has been before the Council. The only technically feasible solution short of the provision of a roundabout has been one which could lead to queues on the Selby Business Park access road (particularly at the pm peak) and is the subject of potential legal challenge). Whilst the originally proposed access road junction could provide a technically feasible solution and would allow the proposed development to proceed, it is highly desirable for a roundabout to be provided. This will improve traffic flows on Bawtry Road and improve access to the Selby Business Park for existing and future occupiers.

- 2.2 Officers have therefore been exploring (in conjunction with the developer, the landowners (the Webster Estate) and North Yorkshire County Council Highways) to see whether it is possible to provide a roundabout solution and if so, how it might be funded. These options have included a variation to the existing s106 agreement or from the application of CIL funding arising directly from the proposed retail development.
- 2.3 The Council's CIL charging regime was adopted on 1/1/16 but the associated s123 list only refers to highways in terms of the A64 strategic route. However the draft Infrastructure Delivery Plan 2014 states that impacts through growth on the road network in Selby Town is likely but exact impacts and costs are unknown until site allocation. It was always intended that the s123 list would be updated at that time.
- 2.4 Section 216 of the Planning Act 2008 provides that CIL receipts must be applied to supporting development by funding the provision, improvement, replacement, operation or maintenance of infrastructure. Infrastructure includes:
- (a) roads and other transport facilities,
 - (b) flood defences,
 - (c) schools and other educational facilities,
 - (d) medical facilities,
 - (e) sporting and recreational facilities
 - (f) open spaces
- 2.5 As a consequence Officers consider that on this occasion where the retail development generates a significant CIL receipt a decision could be made to use that CIL receipt to improve the network if it is desirable to do so. Any works that are necessary in consequence of the application to mitigate impacts will continue to be funded by developers through s106 Agreements in addition to any CIL liability they have. A roundabout is not strictly necessary but would benefit both the proposed retail development and nearby employers it would be both lawful and appropriate to apply the CIL contribution of circa £200K.
- 2.6 Officers have also considered releasing funds by varying the existing s106 Agreement for Staynor Hall. Whilst there would be a close relationship between the roundabout and the proposed retail development, there are concerns that loading the full cost of providing the roundabout on to the development (in addition to the CIL payments) would make it unviable. Furthermore, detailed design and feasibility work would be required with regard to the unspent s106 contributions on Staynor Hall (primarily relating to woodland management and open space work).
- 2.7 Given the lengthy time period that the application has been before the Council and the very real threat that the two end users will withdraw – with the consequent loss of investment, jobs and retail/ leisure facilities – Officers consider that the most expedient route towards securing a contribution is via the CIL route.

2.8 The landowner (the Webster Trust has confirmed in writing that it will make up the balance of the costs of the roundabout and, in addition, the sum of £51k which formed part of the original Staynor Hall s106 towards funding a roundabout can also be applied. The pre tender estimates have been confirmed by North Yorkshire CC's consultants (Mouchel's). It is estimated that the monies available from these sources should be adequate to cover the cost of the new roundabout. However, should further funding be required, (e.g. towards the re-siting of the water main– possibly an additional £150k), the Council is requested to provide reserve funding from Programme for Growth.

2.9 In summary, therefore, it is proposed that the roundabout be funded from a combination of the original s106 contribution, CIL receipts arising from the development and a further contribution from the landowner. It is also suggested that a contingency (£150k) be set aside from Programme for Growth should additional work to the water main be required as follows:

S106 Staynor Hall	£51k
CIL - retail development	£200k (to be confirmed)
Webster Trust	£463k
P4G (if required)	£150k

2.10 These figures are based on independently assessed cost estimates and written undertakings from the developer and Webster Trust.

3. Legal/Financial Controls and other Policy matters

Legal Issues

3.1 The use of CIL monies in this way accords with the provisions of s216 of the Planning Act 2008 as the monies will be used to support new development through the improvement of existing highway infrastructure.

Financial Issues

3.2 The current estimate for the cost of the roundabout is between £500k and £600k although there may be additional costs of £150k if work to the water main is required but at this stage the costs cannot be confirmed. If agreed and, subject to final design, more detailed cost estimates and final tenders will be sought. The proposed funding package would cap the Council's contribution in addition to the CIL receipt at £150k.

Impact Assessment

3.5 The proposed roundabout solution will allow long delayed investment and job creation to proceed. It is estimated that approximately 100 new jobs will be created through the proposed developments and the further employment scheme proposed on the Selby Business Park. However, the determination of that application is held up by highways issues relating to highways capacity and junction design. In the longer term it will help other underused land on

the Business Park and the wider area to come forward for beneficial development. It will also improve access from the by-pass, one of Selby's key arterial routes which serves Staynor Hall itself, key existing employers, Selby College and the Selby urban area generally. These benefits would all be consistent with the Council's growth ambitions.

Risks

- 3.6 There are two principle risks. Firstly arising from the loss of investment and jobs alongside the reputational damage in failing to find a pragmatic solution to working with developers and investors.
- 3.7 The second risk arises from the need to secure final designs and cost estimates for the provision of the roundabout.

4. Conclusion

- 4.1 The provision of a new roundabout at Bawtry Road/Selby Business Park will assist future economic growth and job creation as well as reduce queues at the pm peak on the business park access road. Funding for the roundabout will be provided from existing S106 agreements, the use of CIL receipts, and a contribution from the landowners (The Webster Trust). The Executive is asked to earmark £150,000 as a contingency sum from Programme for Growth should it be required for a water main diversion.

5. Background Documents

Planning Applications 2015/1272 (erection of public house) and 2015/1217 erection of proposed food store at Bawtry Road, Selby.

Contact Officer:

Phil Crabtree
Interim Head of Planning
Selby District Council
pcrabtree@selby.gov.uk

Appendices:

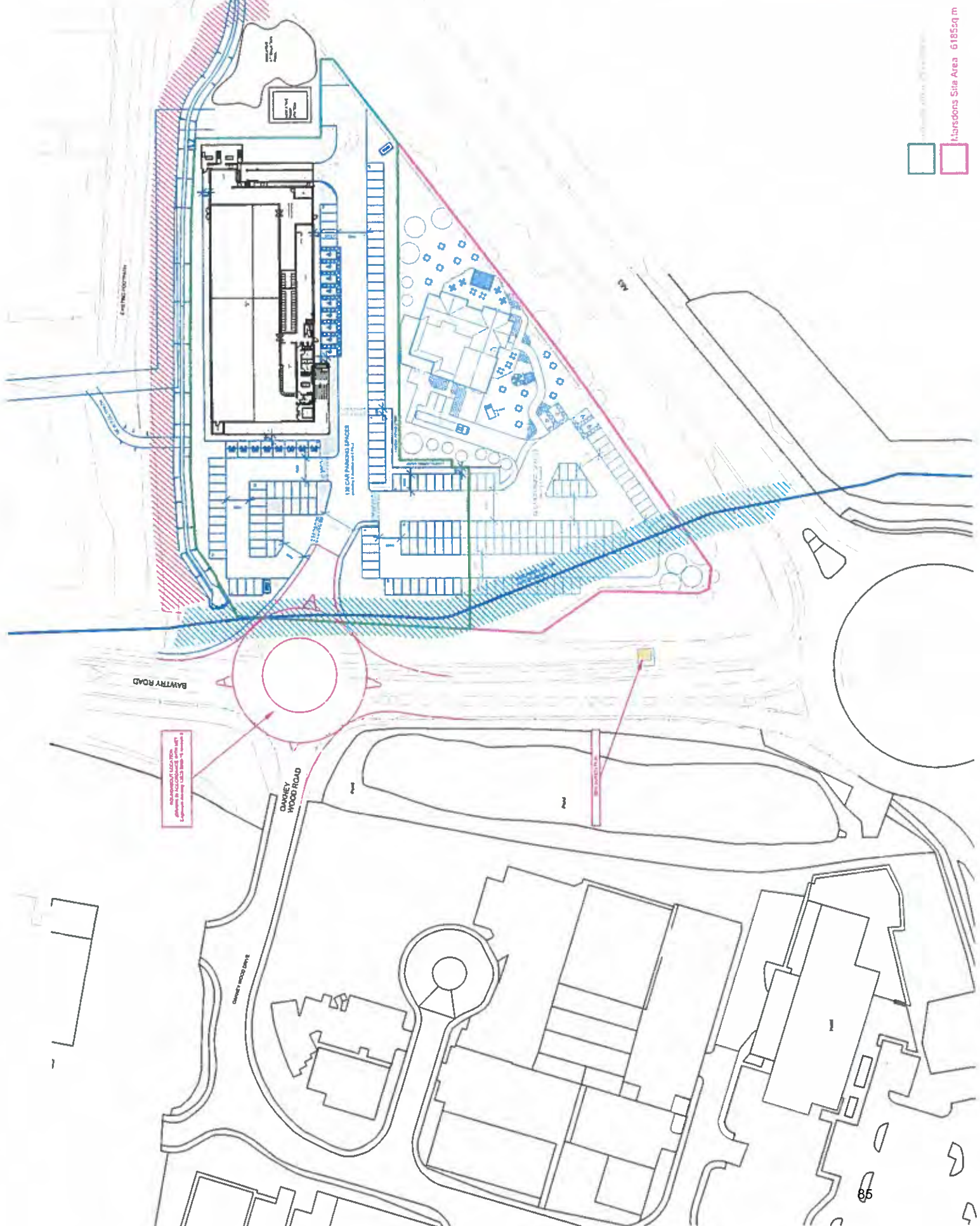
Staynor Hall Map

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DATE: 15/06/2017
 DRAWN BY: J. BARKER
 CHECKED BY: J. BARKER
 APPROVED BY: J. BARKER

SUBJECT TO LE PLAN CHECK
 SUBJECT TO NOW TRADING CHECK
 BASED ON THE PRESENT SITE INFORMATION AND THE PLAN INFORMATION PROVIDED TO HTC ARCHITECTS BY THE CLIENT.

SUBJECT TO CONSTRUCTION CONTRACT DOCUMENTS AND REQUIREMENTS
 REQUIREMENTS:
 SUBJECT TO LIGHTING PLAN



REVISIONS TO BE MADE TO THE PLAN TO REFLECT THE CHANGES TO THE SITE PLAN AS A RESULT OF THE LE PLAN CHECK AND NOW TRADING CHECK.

Proposed Project Program

100% Planning
 100% Building
 100% Construction

Lot Size Area (sq m)	9811 (sq m)
Store 2 Type Information	Type 1000 Store
Store Area (sq m)	2326
Number of Units	6 Units
CPA (sq m)	2275
Building Footprint (sq m)	2125
Lot Car Park Spaces	139

htc|architects

York Street, Boston
 4th Floor
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 LE17 7JG
 T: 01522 741 3477
 E: info@htcarchitects.co.uk
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Client: LIDL UK GmbH
 Project: New Store
 Location: Bawtry Rd, Selby

Drawing title: Proposed Masterplan

Date: June 2017
 Status: Feasibility Issue
 Scale: 1:1000 @ A3
 Drawn: AB
 Checked: MH
 Job no.: 1872
 Rev no.: F01

Legend:

- [Green outline] Existing Footprint
- [Pink outline] Proposed Footprint

htc|architects Site Area: 6185sq m

Selby District Council

REPORT

Reference: E/17/11

Item 6 - Public



To: The Executive
Date: 3rd August 2017
Status: Key Decision
Report Published: 26 July 2017
Author: Simon Parkinson, Private Sector Housing Officer
Executive Member: Councillor Richard Musgrave, Lead Executive Member for Housing, Leisure, Health and Culture
Lead Officer: Julie Slater, Director of Corporate Services and Commissioning

Title: Energy Efficiency and Fuel Poverty - ECO Flexible Eligibility

Summary:

The Energy Company Obligation (ECO) is the Government's funding stream for providing energy efficiency improvements to fuel poor households. It is funded directly from the six main energy suppliers. The current ECO period (called ECO2t) is a transitional scheme designed to last for 18 months from the 1st April 2017, and is seen as a trial for new and revised Regulations.

This report provides background information about how the council can access the flexible eligibility element of the funding through publication of a Statement of intent. Without this residents will be eligible only under the national criteria without any reference to local needs or priorities.

Recommendations:

- i) To note that the Energy Company Obligation transition period (ECO2t) allows Local Authorities to set criteria for fuel poor households, and households which are vulnerable to cold, to qualify for funding towards the cost of certain energy efficiency improvements to their homes;

- ii) To approve the Statement of Intent given at Appendix A setting out the flexible eligibility criteria for Selby district;
- iii) To delegate authority to make minor adjustments to the Statement of Intent to the Head of Operational Services in consultation with the Executive Councillor for Housing, Leisure, Health and Culture, in order to facilitate responses to revised priorities and/or funding opportunities.

Reasons for recommendation

In order to optimise the opportunity for private sector households in Selby district to access the national ECO funding scheme, the Council must publish a Statement of Intent for the flexible eligibility element of the funding. Without this residents will be eligible only under the national criteria without any reference to local needs or priorities.

1. Introduction and background

- 1.1 ECO is the Government's funding stream for energy efficiency improvements to fuel poor households which is funded directly from the six main energy suppliers. The current ECO period is a transitional period designed to last for 18 months from the 1st April 2017, and is seen as a trial for new and revised Regulations.
- 1.2 The latest ECO Guidance was issued in draft form in February 2017 provided for Local Authorities to set local criteria for ECO qualification in order to address local needs and priorities. In order for these to be legitimate the Local Authority is required to publish on its website a Statement of Intent setting out the Council's Flexible Eligibility criteria.
- 1.3 Having a published Statement of Intent enables the Council to work with ECO providers (energy suppliers) to potentially fund energy efficiency improvements which would not be eligible under the national criteria.

2. The Report

- 2.1 The first phase of ECO has been running since 2013. The new scheme called ECO2t 'Help to Heat' provides energy efficiency funding for the most vulnerable households.
- 2.2 In order to qualify for assistance under the national ECO programme residents must own their home or rent from a private landlord and also be in receipt of benefits or a combination of benefits or live with someone who does. However ECO2t also includes a 'Flexible Eligibility' component which sits alongside the main national ECO scheme and is able to support those who have previously fallen outside of it.

- 2.4 Flexible Eligibility allows for 10% of an energy providers ECO funding to be made available to support Local Authority designed schemes where residents are defined as eligible through a 'Statement of Intent'. The Statement of Intent will set out a council's Flexible Eligibility criteria and must be published on the council's website. Flexible Eligibility schemes may support owner occupiers and those in the private rental sector who aren't in receipt of eligible benefits but remain vulnerable to the effects of a cold home.
- 2.5 Having a published Statement of Intent enables the Council to work with ECO providers (energy suppliers) to potentially fund energy efficiency improvements which would not be eligible under the national criteria.
- 2.6 Officers have been working with colleagues across the Leeds City Region to develop a consistent protocol across all councils which will both meet varying local needs and also provide a mechanism which supports the established inter-authority programmes of work delivered through the Better Homes Yorkshire partnership.
- 2.7 Leeds City Region officers have met with representatives of three major energy suppliers to consult on their views of the partnership's approach and to understand their requirements for being able to fund schemes in the current ECO period.
- 2.8 The proposed Local Authority Flexible Eligibility Statement of Intent for Selby District Council is attached as appendix 1 to this report.

3. Legal/Financial Controls and other Policy matters

Legal Issues

- 3.1 There is no requirement for the Council to publish a Statement of Intent and doing so does not commit the Council to any particular actions or responsibilities.

Financial Issues

- 3.2 There are no specific financial implications arising from this report. However, the adoption of ECO Flexible Eligibility will facilitate access to ECO funding, on behalf of vulnerable and fuel poor households across the Selby district and the wider Leeds City Region.

Impact Assessment

- 3.3 This is a minor expansion of eligibility for funding which the Council is facilitating for all residents in fuel poverty or who are on low incomes and vulnerable to cold. It is wholly inclusive for all private sector

residents. The Guidance does not allow for the scheme to extend to 'social' tenants.

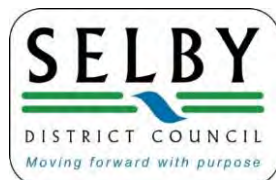
4. Conclusion

- 4.1 The national ECO scheme provides energy efficiency funding for the most vulnerable households. Government guidance allows Local Authorities to set local criteria for ECO qualification in order to address local needs and priorities. In order for these to be legitimate the Local Authority is required to publish on its website a Statement of Intent setting out the Council's Flexible Eligibility criteria.
- 4.2 Having a published Statement of Intent enables the Council to work with ECO providers (energy suppliers) to potentially fund energy efficiency improvements which would not be eligible under the national criteria.

Contact Details: Simon Parkinson, Private Sector Housing Officer

Appendices: A – Local Authority Flexible Eligibility Statement of Intent

Appendix A



Local Authority Flexible Eligibility Statement of Intent Selby District Council

Date of publication [DD/MM/YY]

Publication on website [provide specific link to website]

1) Introduction

Under the Energy Company Obligation Regulations 2017 -2018 (ECO2t) local authorities can set their own criteria for eligibility for funding for domestic energy efficiency measures. This funding is aimed at those within a local authority most likely to be in fuel poverty. Energy companies can spend up to a maximum of 10% of their full obligation within these criteria.

The Leeds City Region intends to adopt a city region wide approach to implementing the forthcoming Flexible Eligibility policy initiative within the 2017/18 Energy Company Obligation regulations, through the Better Homes Yorkshire programme, the Selby District Council Statement of Intent fits within this framework.

The focus of funding on those most vulnerable and use of funding to increase the uptake of energy efficiency improvements supports the following Council Plans and Strategies:

Selby District Council Corporate Plan 2015-2020

Priority 1 – making Selby district a great place to do business by securing new investment in the district;

Priority 2 – making Selby district a great place to enjoy life by providing more affordable housing.

York, North Yorkshire and East Riding Housing Strategy 2015-2021

Priority 5 – making the best use of existing stock and ensuring it is of a decent quality to meet the needs of our communities;

Priority 6 – ensure all homes have a positive impact on health and well-being and are affordable to run.

In addition Priority 3 of the **Leeds City Region Strategic Economic Plan (Clean Energy and Environmental Resilience) 2016-2036** sets out a long term ambition to become a resilient zero carbon energy economy underpinned by high quality infrastructure. Priority 3 particularly emphasises the ambition to:

- Deliver improvements that make homes across the Leeds City Region warmer and reduce fuel poverty;
- Develop partnership and funding models with the health sector to deliver collaborative interventions that reduce extreme cold and damp and improve health.

The policy approach is based on the following principles:

- Eligibility criteria are to be as streamlined, and simple, as possible
- Focus on attracting ECO funding to support Local Growth Fund schemes
- Early engagement with energy suppliers
- Early engagement with local Members and partners
- Eligibility via 2 routes:
 - Geographical areas based on priority communities; and
 - Eligibility for funding due to individual circumstances (based on criteria developed and refined already for the Central Heating Fund programme).

This approach has been taken to maximise the potential for funding however fitting the criteria within the statement of intent does not guarantee that any individual household will benefit from energy saving improvements as the final decision on funding rests with energy suppliers and will depend on:

- a. The survey carried out and installation costs calculated;
- b. The energy savings that can be achieved for a property, and
- c. Whether suppliers have achieved their targets or require further measures to meet their ECO targets.

2) How Selby District Council intends to identify eligible households

2a) Fuel Poverty

Households will be considered at risk of fuel poverty if they are determined to be a low income household, living in a high cost home in relation to energy use.

Households need to meet Stage 1 (Low Income) criteria and one of the Stage 2 (High Cost) criteria, based on March 2015 Government Fuel Poverty Strategy.

Stage	Criteria	Definition
Stage 1	Low Income	Gross household income of <£21,000
Stage 2	a) High Cost	Property EPC rating of E, F or G
	b) High Cost	Property EPC rating of D; and Living in a hard to treat home Property is primarily constructed with: Solid walls; Non standard cavity walls; System built walls; No connection to mains gas; No loft.

Households with low incomes within the following areas are also identified as households in fuel poverty:

- Selby East
- Selby West
- Appleton Roebuck and Church Fenton
- Cawood and Wistow
- Derwent

These areas have been identified in the Leeds City Region Private Sector Housing Stock Modelling report produced by the Building Research Establishment in December 2015.

2b) Low Income and Vulnerability to Cold

Households will be considered a low Income household, and vulnerable to the effects of living in a cold home, if they meet Stage 1 (Low Income) criteria and someone in the household meets one of the Stage 2 (High

Cost) criteria. These are based on NICE guideline NG6 on “Excess winter deaths and illness and the health risks associated with cold homes”.

Stage	Criteria	Definition
Stage 1	Low Income	Gross household income of <£21,000
Stage 2	a) High Cost and vulnerable to cold	Property EPC rating of D; and Has a health condition made worse by cold: Chronic respiratory, cardio vascular, or musculoskeletal illness, or mental health condition.
	b) High Cost and vulnerable to cold	Property EPC rating of D; and Has a vulnerable resident: Over 70 years of age Child under 16 resident in the household

All LCR Flexible Eligibility ECO will be delivered by Better Homes Yorkshire. The Better Homes Yorkshire programme was procured at the end of December 2014, and was launched in March 2015, to respond to the challenge of cold homes and fuel poverty. The West Yorkshire Combined Authority (WYCA) and all 10 Leeds City Region Local Authorities contracted with Keepmoat and Fortem to deliver domestic energy efficiency measures, secure ECO and Green Deal funding (and their successors), up to 2022.

3) Governance

Local Authority Declarations will be valid when signed by the Housing and Environmental Health Service Manager, Head of Operational Services or a Selby District Council Director.

Approaches by suppliers (or organisations with ECO funding available) for Local Authority Declarations will be screened initially by the Council’s Home Energy Project Manager before being considered for approval by Private Sector Housing Officer.

4) Referrals

Referrals may be received from front line staff within the Council; health and social care sectors; and trusted partner agencies including Age UK and Citizens’ Advice Selby. Referrals will also be accepted from Better Homes Yorkshire.

5) Evidence, monitoring and reporting

Data will be reported on a project basis:

Local Growth Fund Energy Efficiency Grant and Loan Scheme

Declarations which form part of Local Growth Fund Energy Efficiency Grant and Loan Scheme (LGF) are subject to monthly and quarterly monitoring to track progress against forecast delivery and progress to achieving outputs. The project level district monitoring reports are completed by the district Project Manager and sent to the WYCA Tackling Fuel Poverty Programme Manager. A monitoring report for the Programme is completed by the Programme Manager and submitted to the WYCA Growth Deal monitoring team. The Growth Deal monitoring team meet regularly with colleagues at BEIS to discuss progress, risks and issues.

The WYCA Programme Manager also reports regularly to the Better Homes Yorkshire Programme Board which is made up of senior representatives from each participating Council, and is chaired by the City of Bradford Metropolitan District Council.

All LGF recipients provide evidence of their income and energy efficiency/property location which is scanned and retained by the Council.

Schemes with Local Authority Declarations Proposed by Outside Organisations

Where a scheme has been proposed by an organisation outside of the Better Homes Yorkshire partnership, progress will be monitored through the Better Homes Officers Group with reporting to the Better Homes Yorkshire Programme Board. Qualification evidence for such Declared schemes will be required by the Council for audit and anti-fraud purposes.

6) Signature

Signed on behalf of Selby District Council

Julie Slater
Director of Corporate Services and Commissioning

Date:

Selby District Council

REPORT

Reference: E/17/12

Item 7 - Public



To: The Executive
Date: 3rd August 2017
Status: Key Decision
Report Published: 26 July 2017
Author: Simon Parkinson, Private Sector Housing Officer
Executive Member: Councillor Richard Musgrave, Lead Executive Member for Housing, Leisure, Health and Culture
Lead Officer: Julie Slater, Director of Corporate Services and Commissioning

Title: Energy Efficiency and Fuel Poverty – Energy Repayment Loans

Summary:

Selby District Council is a participating member of the Yorkshire and Humber Homes and Loans service, which is based in Sheffield City Council and which offers various home loan products (included Home Appreciation Loans) to homeowners for repairs and maintenance to their properties.

From April 2016, the Regional Home Loans service has also offered Energy Repayment Loans for approved energy efficiency measures installed through the Better Homes Yorkshire partnership. In order to offer Energy Repayment Loans in Selby district, the council needs to amend the appropriate permissions for Sheffield City Council to administer these loans on our behalf.

Recommendations:

- i) That the Council's Private Sector Housing Policy is amended to include offering Energy Repayment Loans via the Yorkshire and Humber Homes and Loans Service.
- ii) That under the provisions of the Local Government Act 2000 and Local Authorities (Arrangement for the Discharge of Functions) (England)

Regulations 2012, the executive function of administering Energy Repayment Loans and Home Appreciation Loans, including deciding whether to award the loan and making the loan payments, as approved under Selby District Council's Private Sector Housing Policy in accordance with the Regulatory Reform (Housing Assistance) (England and Wales) Order 2002, be discharged on Selby District Council's behalf by the Executive of Sheffield City Council.

Reasons for recommendation

To enable Selby District Council to offer Energy Repayment Loans in Selby district as part of our work to support vulnerable households and to tackle excess cold and fuel poverty.

1. Introduction and background

- 1.1 The Yorkshire and Humber Homes and Loans service was established in 2005 using grant funding from the then Yorkshire and Humber Regional Housing Board. It is run by, and for the benefit of, all the councils in the Yorkshire and Humber region, with the administration provided by Sheffield City Council, which became Financial Services Authority registered for this purpose.
- 1.2 In Selby district the Homes and Loans Service currently provides Home Appreciation Loans (equity loans) for repairs and maintenance for homeowners using recycled loan capital derived from the original Regional Housing Board Grant.
- 1.3 From April 2016, the Regional Home Loans service has also offered Energy Repayment Loans for approved energy efficiency measures installed through the Better Homes Yorkshire partnership. In order to offer Energy Repayment Loans in Selby district, the council needs to amend the appropriate permissions for Sheffield City Council to administer these loans on our behalf.

2. The Report

- 2.1 The Better Homes Yorkshire Partnership is made up of the ten local authorities within the Leeds City Region. Working in partnership with council approved delivery partners Keepmoat and Fortem, the Better Homes Programme aims to deliver energy efficiency improvements for homeowners, private tenants and landlords across the Region. These home improvements include standard and hard to treat wall insulation, new boilers, new central heating systems and renewable technologies such as solar photovoltaic (PV) panels.

- 2.2 At the time the Better Homes Yorkshire partnership was formed, there were a number of national funding streams supporting affordable energy efficiency measures, including a Green Deal loan product. These funding streams have now been significantly reduced and Green Deal loans are no longer available. The partnership and participating authorities are therefore seeking alternative ways to offer affordable home energy efficiency solutions for local residents.
- 2.3 In the absence of Green Deal loans, it is recommended that Energy Repayments Loans are made available for energy efficiency works carried out through the Better Homes Yorkshire Partnership and administered on the relevant local authority's behalf by the Yorkshire and Humber Homes and Loans Service.
- 2.4 Repayments of previous Home Appreciation Loans at the time the properties have changed ownership have now provided £23,000 of funding for each of the participating local authorities. It is proposed that this money be used to provide low cost energy efficiency measures to support fuel poor households, which will be installed through the Better Homes Yorkshire Partnership.
- 2.5 It is proposed that Energy Repayment Loans are included as an additional measure of financial assistance offered by the Council as part of its Private Sector Housing Policy under the Regulatory Reform (Housing Assistance)(England and Wales) Order 2002. These loans will be supported by the £23,000 made available to each local authority from the Homes and Loans Service.
- 2.6 Energy Repayment Loans can only be used to tackle Excess Cold/Fuel Poverty and for measures approved and installed through the Better Homes Yorkshire partnership or future energy efficiency delivery partner. The loans may be stand-alone or complement/support other funding measures. Loans will be available to homeowners who do not have reasonable access to other means of finance, such as existing capital, commercial loans or credit union loans.
- 2.7 The loan term will be for 1 to 5 years, with normal loan limits from £300 up to £3,000. The loans will be interest free and re-paid in monthly instalments. An additional payment will be required to cover initial set up costs, and a default payment, redeemable at the end of the loan will also be payable at the start of the loan.
- 2.8 The loans will be secured against the property as a Local Land Charge. The loans will be offered on Selby District Council's behalf by the Yorkshire and Humber Homes and Loans service.
- 2.9 The specific local authority responsibilities in relation to issuing loans are as follows;

Selby District Council

- Complete the application paperwork and budget planner for all cases, including evidence of income and key expenditure;
- Provide certificates of completion of work.

Regional Homes and Loans team

- Make the loan offer, including the term of the loan and checking the ability of the client to repay the loan;
- Pay the contractor once the work is completed;
- Set up and manage repayments.

- 2.10 At the current time, Selby's responsibilities will be supported by the Home Energy Project Manager jointly funded by Leeds City Region with support from Harrogate, Selby, Craven and York Councils. This role is employed and managed by the City of York.
- 2.11 Selby officers are working with the Home Energy Project Team in York to develop a marketing plan to promote the range of Energy Efficiency funding options currently available which will be rolled out across the district over the next few weeks.
- 2.12 All enquiries relating to fuel poverty, excess cold and affordable warmth are signposted to the Home Energy Project team in York in the first instance who will identify the most appropriate initiative/funding option (including Energy Repayment Loans when appropriate) for each individual situation and will instruct the district council accordingly.

3. Legal/Financial Controls and other Policy matters

Legal Issues

- 3.1 Any legal risk relating to default on loan repayments is mitigated by processes established by Sheffield City Council to assess affordability of loans prior to approval and to manage loan repayments throughout the loan period.

Financial Issues

- 3.2 There are no specific financial implications arising from this report. The £23,000 made available through the Homes and Loans service is recycled Regional Housing Board funding which was originally used to support the regional Home Appreciation Loan scheme. There is currently no provision to use council funds to support the scheme although the Homes and Loans service does allow council's to ring-fence local funding for such use. Any decision to add council funding to recycled Regional Housing Board funding would be subject to the council's annual financial bidding process

Impact Assessment

- 3.3 Introduction of the Energy Repayment Loan will allow the council to access recycled regional monies and use this funding to support vulnerable households and to tackle excess cold and fuel poverty. It is wholly inclusive for all private sector residents. The proposal does not allow for the scheme to extend to 'social' tenants.

4. Conclusion

- 4.1 The Yorkshire and Humber Homes and Loans service was established in 2005 using grant funding from the then Yorkshire and Humber Regional Housing Board. It is run by, and for the benefit of, all the councils in the Yorkshire and Humber region, with the administration provided by Sheffield City Council.
- 4.2 From April 2016, the Regional Home Loans service has also offered Energy Repayment Loans for approved energy efficiency measures installed through the Better Homes Yorkshire partnership. In order to offer Energy Repayment Loans in Selby district, the council needs to amend the appropriate permissions for Sheffield City Council to administer these loans on our behalf.
- 4.3 The Energy Repayment Loan will become one of a number of support tools that the council will use to support vulnerable households and to tackle excess cold and fuel poverty

Contact Details: Simon Parkinson, Private Sector Housing Officer

Appendices: None

Selby District Council

REPORT

Reference: E/17/13

Item 8 - Public



To:	Executive
Date:	3rd August 2017
Status:	Non-Key Decision
Report Published:	26 July 2017
Author:	James Cokeham, Head of Strategic Planning, Policy & Economic Development, & Alex Dochery, Economic Development Officer
Executive Member:	Cllr Chris Metcalfe (Lead Councillor for Communities and Economic Development)
Lead Officer:	Dave Caulfield, Director of Economic Regeneration & Place

Title: The Adoption of a Selby District Economic Development Strategy

Summary:

Following an inclusive development process that has included extensive consultation with the Executive, members, officers, partners, the District's large employers and the general public, a final draft of the 'Selby District Economic Development Strategy 2017-2022...and beyond' has been produced.

Approval is now sought to adopt the Strategy and its accompanying Action Plan.

Recommendations:

- i. **That the 'Selby District Economic Development Strategy 2017-2022...and beyond' is approved for formal adoption.**

Reasons for recommendation

The Executive is asked to agree this recommendation in order to introduce a new framework for the delivery of economic development within Selby District, working in partnership with key stakeholders.

1. Introduction and background

- 1.1 Building upon the exciting growth ambitions to make Selby District 'a great place' set out in the Corporate Plan 2015-20, it was agreed to allocate funding from the Council's 'Programme for Growth' to facilitate the development of an Economic Development Strategy for Selby District in June 2015.
- 1.2 Development of the Strategy was founded upon the collation of a broad evidence base, which explored the District's economy in detail.
- 1.3 The evidence base was consulted upon internally with officers and externally with key delivery partners to ensure an accurate and comprehensive economic baseline had been formulated. This included North Yorkshire County Council, York, North Yorkshire & East Riding Local Enterprise Partnership (LEP), Leeds City Region LEP and Selby College.
- 1.4 Building upon this work, a 'First Draft' Economic Development Strategy was produced that began to set out a vision for the delivery of economic growth in Selby District. This was consulted upon internally with officers and externally, on a face-to-face basis with key partners, to ensure a collaborative document was produced that would also meet the complimentary strategic objectives of the broader economic sub-region.
- 1.5 A 'Second Draft' Economic Development Strategy was then created. Feedback received was then integrated within a 'Final Consultation Draft', which was developed in close consultation with the Lead member for Communities & Economic Development.
- 1.6 The 'Final Consultation Draft' Selby District Economic Development Strategy was released for public consultation for a period of six weeks from 17th August to 28th September 2016. This consultation was extended by a further two weeks (until 12th October) as requested by Parish Councils to allow time for considered responses. Three consultation events were also held: a Business Breakfast Meeting and a Members' Briefing Session in Selby and a Tadcaster Business Event.
- 1.7 Following the public consultation, it was felt that there were certain priorities and objectives within the Strategy that would benefit from further focused engagement with the District's large employers. In light of this, 1-1 visits with key businesses across the District were held, with businesses universally supportive of the Strategy. These visits also highlighted a number of consistent themes which have been addressed in the final version of the Strategy and its accompanying Action Plan.
- 1.8 The initial Strategy period (2016-2022) has been extended to begin at 2017 and end in 2022, providing a more realistic timescale for implementation.
- 1.9 The adoption of a Selby District Economic Strategy was due to be presented to the Executive in May 2017. However, due to Parliament's approval of a

snap general election the adoption of the Strategy has been deferred to this current democratic cycle.

2. The Report

2.1 The ‘Selby District Economic Development Strategy 2017-2022...and beyond’ (see Appendix A) sets out the economic ambitions for Selby District until 2022. These are built around three priorities:

- Making Selby District a great place...for enterprise and business growth;
- Making Selby District a great place...to live and work; and
- Making Selby District a great place...to achieve your potential.

2.2 A concise set of focussed objectives underpin each priority. A supporting Action Plan (see Appendix B) then provides the practical framework through which they will be implemented. Following the public consultation and 1-1 business visits, revisions have been made to the Action Plan to ensure that actions are as SMART and delivery-focused as possible. Indicative key partners and timescales for each action have also been added.

2.3 In total, 59 responses were received during the public consultation. Respondents included local businesses, developers, neighbouring and regional local authorities, regional and national bodies (such as the Environment Agency and Yorkshire Wildlife Trust), District Councillors, Parish and Town Councils and residents, amongst others. The response to the public consultation was very positive, with revisions made to the Strategy in light of the feedback received. Three key themes emerged from the public consultation which have been addressed in the final draft of the Strategy. These were:

- Key sites – respondents wanted to know what our key economic development sites were, and the rationale behind their prioritisation;
- Priority growth sectors – respondents wanted to know more about our priority growth sectors; and
- Indicative growth zones – respondents weren’t clear on the rationale behind our proposed indicative growth zones.

2.4 1-1 visits were held with the District’s large employers which discussed the Strategy’s priorities and objectives (e.g. labour market/skills and infrastructure) and their growth ambitions. 1-1 visits were held with:

- Selby (International Chemical Logistics, Clipper Logistics, Greencore);
- Sherburn (Pecan Deluxe, British Gypsum, Cranswick, L&G Homes);
- Tadcaster (Lambert Engineering, Heineken);
- M62 (Eggborough Power, Celotex);
- Drax (Drax Power).

- 2.5 These visits were optimistic and constructive, with businesses supportive of the Strategy and its alignment to their own growth ambitions. Businesses were encouraged by Selby District Council's political and financial commitment to invest in economic growth and voiced their appreciation of a new Economic Development service in the Council moving forward. A number of consistent themes emerged through these visits which have been addressed in the final draft of the Selby District Economic Development Strategy and its accompanying Action Plan. These were:
- A demand for affordable housing in our three principal towns;
 - Improved transport access to employment sites;
 - Labour market challenges (workforce accessibility);
 - Skills gap (particularly electrical and mechanical engineers);
 - Underperforming town centres and a poor business tourism offer.
- 2.6 Approval is now sought to formally adopt the 'Selby District Economic Development Strategy 2017-2022...and beyond'.
- 2.7 Once the Strategy is formally adopted, the Economic Development and Regeneration Service (the Service) will prepare an attractive desktop-published final document.
- 2.8 In consultation with the Lead member for Communities & Economic Development, the Service is planning a significant launch event in November, which will coincide with the completion of its recruitment and the first meeting of the prospective 'Selby District Enterprise Partnership'. It is envisaged that this public-private sector partnership will have ownership over the Strategy and the ongoing delivery of its Action Plan.

3. Legal/Financial Controls and other Policy matters

Legal Issues

- 3.1 None.

Financial Issues

- 3.2 Delivery of the Selby District Economic Development Strategy will require investment from the Council. The Programme for Growth (P4G) is the principal funding source for economic initiatives and ongoing restructure proposals including the formation of a new Economic Development and Regeneration service to deliver the Strategy.

Initial allocations for the next P4G (P4G3) have also been agreed for 17/18. Additional projects, which may need to be discussed quickly to take advantage of opportunities, will be subject to business case approval by the Executive on a case-by-case basis as they are developed, with full

consideration and articulation of associated risks and benefits (business rates, council tax etc.).

Any additional future funding through the P4G will be subject to approval as part of the next MTFS refresh. It is also expected that the Council's investment in economic development will provide a direct return on investment and contribute to the Council's Savings Plan.

Impact Assessment

- 3.3 It is envisaged that the adoption of the Selby District Economic Development Strategy will have a positive impact upon the District's employers and workforce, harnessing new investment, building closer relationships with the District's businesses, invigorating our town centres and providing new growth-sector-focussed training opportunities for residents.

4. Conclusion

- 4.1 Following both an inclusive and extensive development and consultation process, approval is sought to formally adopt the 'Selby District Economic Development Strategy 2017-2022...and beyond' and its supporting Action Plan. The Strategy introduces a new framework for the delivery of economic development within Selby District, working in partnership with key stakeholders.

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Appendices:

Appendix A: Selby District Economic Development Strategy 2017-2022...and beyond

Appendix B: Selby District Economic Development Strategy Action Plan 2017-2022...and beyond

**Please note: The Selby District Economic Development Strategy's accompanying Appendices and Annexes can be supplied for viewing as requested.*



**Selby District
Economic Development Strategy
2017-2022...and beyond**

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Appendices

- 1 Strategic Overview**
- 2 Understanding the Selby District Economy**
- 3 Indicative Key Delivery Partners**
- 4 Potential Sources of Funding**
- 5 Glossary of Terms**

Annexes

- A Selby Economic Development Strategy Action Plan 2017-2022...and beyond**
- B Selby District Economic Profile (November 2015)**
- C Policy Analysis (February 2016)**
- D Selby District Functional Economic Area Profiles (November 2015)**
- E Selby District Business Support Briefing Paper (November 2015)**

Foreword

I am pleased to introduce the Selby District Economic Development Strategy 2017-2022...and beyond.

This strategy forms part of a suite of documents which contribute to the delivery of the Council's Corporate Plan 2015-2020, focusing on making Selby a great place to do business and promote growth and prosperity in the district.

We believe that Selby District has a critical role to play in transforming growth in the North of England, and rebalancing the country's economy. Our aim is to create economic prosperity, and better connect sustainable growth, across Yorkshire and the Humber, and the North as a whole. Our focus is on creating opportunities and improving prospects not just for this generation, but for future generations to come.

This strategy is ambitious, forward thinking and outward looking. It is a collaborative document, one that embraces our key delivery partners by developing holistic and sustainable solutions to create the necessary and innovative conditions for economic growth. Only by working together can we create a thriving and prosperous Selby District.



Cllr Chris Metcalfe

Portfolio Holder for Communities and Economic Development



Saxton village

Our Vision

To develop our economy and connect sustainable economic growth across Yorkshire, creating opportunities and improving prospects for all of Selby District's residents and businesses

This document and its accompanying action plan set out the economic ambitions for Selby District until 2022 and beyond. It introduces a new framework for the delivery of economic development within the District, working in partnership with key stakeholders. Our Strategy will be dynamic, evolving as required to support the vision outlined in our Core Strategy and Corporate Plan, and reflect the strategic aims of both our Local Enterprise Partnerships.

Key objectives we aim to achieve for the Selby District economy:

- Seek to develop the necessary physical infrastructure to unlock growth
- Attract new business investment to create employment opportunities in priority sectors
- Engage with indigenous businesses to support business growth and resilience
- Develop a long-term programme of market town regeneration and rural diversification to boost the visitor, leisure and night-time economy
- Protect and promote Green Infrastructure and align housing requirements to economic ambitions to create sustainable communities
- Understand the ongoing impacts of climate change and sustainable development to foster business resilience and assurance
- Increase apprenticeship and vocational training opportunities to meet current and future workforce development needs
- Support unemployed adults to gain suitable skills and achieve sustainable work
- Identify and seek to address existing health and transport barriers to learning and employment.



Sherburn Enterprise Park

I.0 Introduction

I.1 Purpose

- I.1.1 Selby District occupies an advantageous location at the heart of Yorkshire, offering its businesses a range of excellent road, rail, water, and energy infrastructure. There are distinct strengths for its economy with regards to the energy, logistics, and manufacturing sectors, which have further potential for growth. Figure I illustrates its central location within a regional context and its sectoral strengths; these significant assets will enable the District to play an integral role in the development of the ‘Northern Powerhouse’.
- I.1.2 The ‘Northern Powerhouse’ concept, launched by Government in 2014, seeks to transform Northern growth and rebalance the country’s economy.¹ The primary aim of this agenda is to tackle the major barriers to productivity in the North by focusing on four key areas: strengthening connectivity between and within city regions; ensuring that the North develops, attracts and retains skilled workers; making the North a great place to start and grow a business; and, promoting trade and investment. By joining up the North’s towns, cities and counties, pooling their strengths and tackling barriers to productivity, it is envisaged that the full economic potential of the North will be unlocked.²
- I.1.3 Increasing productivity and making the United Kingdom (UK) one of the best places to start or grow a business are also key aims of the Government’s Industrial Strategy.³ Leaving the European Union presents both significant economic challenges and opportunities for the UK – the Government’s Industrial Strategy seeks to make long-term decisions about the country’s economic future. It aims to improve living standards and economic growth by increasing productivity and driving growth across the whole country.
- I.1.4 Our Strategy is written in the context of the Government’s Northern Powerhouse and Industrial Strategies. It enables the District to present a strong economic vision, and helps to define its role in a connected Northern Powerhouse and thriving UK.

I.2 Context

- I.2.1 Following a peer review conducted by East Riding of Yorkshire Council of our economic development and planning provision, the Council commissioned a series of reports which helped evidence the significant economic opportunities available in the District, in addition to highlighting a number of key short and long term challenges (see Annexes B-E).
- I.2.2 The development of our Strategy has also taken account of a range of documents including: Selby District Core Strategy; Employment Land Review (draft); LEP Strategic Economic Plans (SEPs) and Selby College Strategic Development Plan. Appendix A (*Strategic Overview*) and Annex C (*Policy Analysis*) contain further details on these and other relevant documents.
- I.2.3 The Council adopted its Core Strategy (the key compulsory Local Development Document) in October 2013. The Core Strategy provides a spatial vision for the District and directs

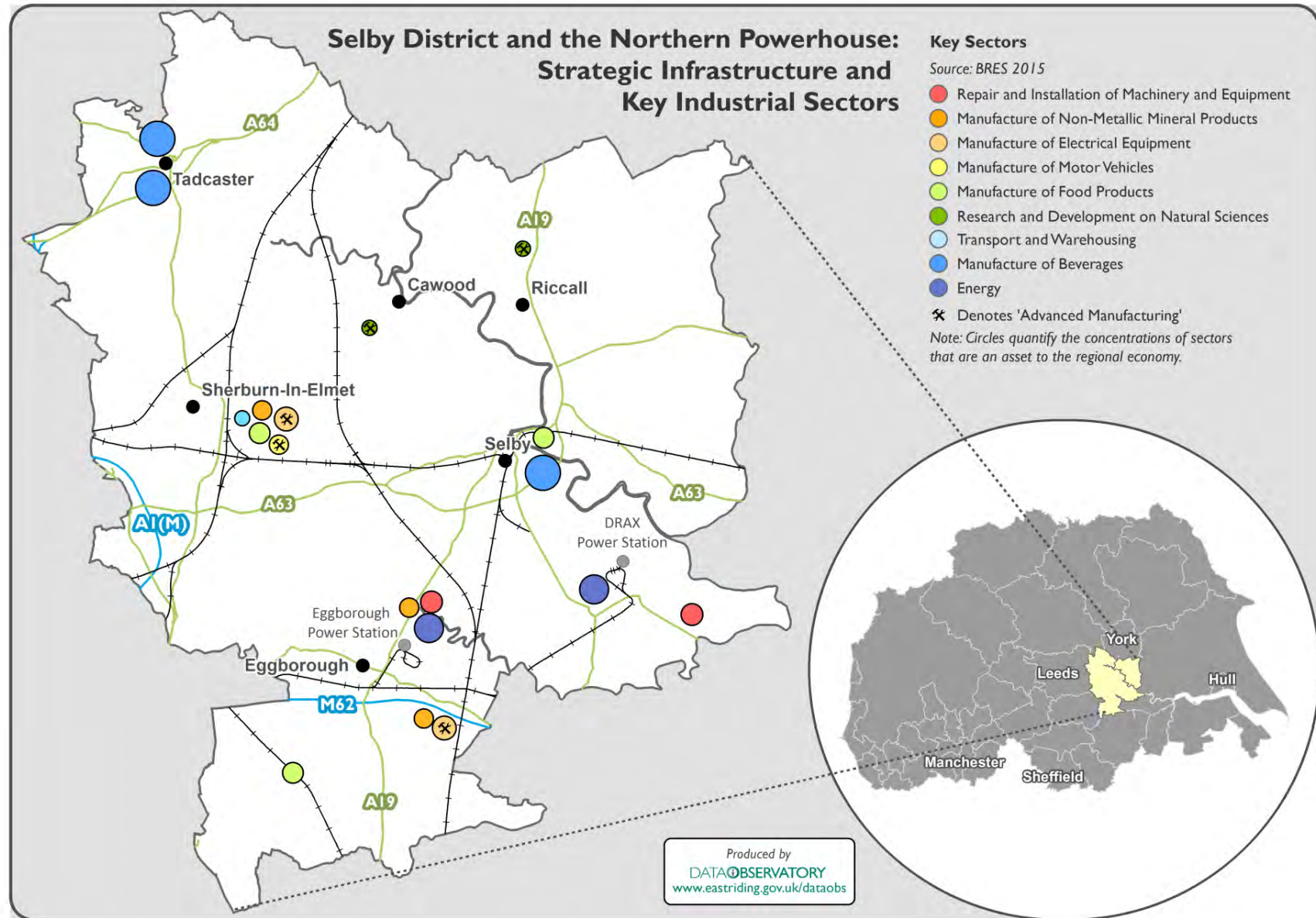
¹ ‘The Northern Powerhouse: One Agenda, One Economy, One North’, Transport for the North, March 2015

² The Northern Powerhouse Strategy, HM Government, November 2016

³ Building our Industrial Strategy Green Paper, HM Government, January 2017

growth up to the year 2027. Our Economic Development Strategy will complement our Core Strategy by helping to deliver its strategic objectives.

Figure 1: Selby District and the Northern Powerhouse



2.0 Understanding the Selby District Economy

2.1 Overview

- 2.1.1 Building on the economic baseline produced as part of the peer review in 2014, a detailed economic analysis of the District was produced in November 2015 in order to provide a robust evidence base for our Strategy; this covered a range of economic issues including population, economic performance, business stock, employment, deprivation, travel flows, housing, and skills which were used to measure the performance of Selby District.
- 2.1.2 Key themes were explored in greater detail at lower geographic levels in order to develop a clearer understanding of how the local economy functions. This enabled the identification of significant trends and potential opportunities and challenges the District may face in future.
- 2.1.3 A summary of some of the key facts and figures can be found in figure 2. Further information and analysis can be found in Appendix 2 (*Understanding the Selby District Economy*) and Annex B (*Selby District Economic Profile – November 2015*).

Figure 2: An Economic Overview of Selby District

POPULATION	ECONOMY
<ul style="list-style-type: none"> 86,000 resident population in 2015. Working age population (ages 16-64) below the regional and national average at 62.3% in 2015. 16,700 residents (19.4%) were aged 65+ in the District - the lowest proportion across North Yorkshire. Total population of Selby District is forecast to increase by 14.6% up to 2039 – the largest rise across North Yorkshire. The 16-64 age band is estimated to decrease by the lowest proportion (-1.0%), whilst the 65+ age band is again expected to increase by the highest, 74.1%. 	<ul style="list-style-type: none"> £1.92 billion Gross Value Added (GVA) in 2014. 4,190 VAT-registered businesses. Sole proprietorship in the District was above the regional, national, and Leeds City Region LEP averages in 2016 at 19.1%, which clearly demonstrates an entrepreneurial culture. The District has a high employment rate with economic activity reported at 87.2% in September 2016, significantly higher than the regional and national average. Claimant count rates have remained at 1.4% or below since May 2015.
QUALITY OF LIFE	<ul style="list-style-type: none"> Job density in the District was 0.7 per resident aged 16-64 in 2014. This shortfall in employment opportunities results in a negative net change in terms of commuting to and from the District for work, with the inflow of workers being 63.4% of the total outflow. Median hourly rates of pay within these 'outflow sectors' are generally higher. However, there was a 17.5% increase in employment opportunities between 2011 and 2015: Manufacturing; Wholesale and Retail Trade; and Education are the top employing sectors. Highly skilled workforce – 34.8% of residents (18,500 people) were qualified to degree level or above in 2015, which is marginally below the national average. However, rates have increased by 48% in the District since 2007.
<ul style="list-style-type: none"> Selby District residents and workers enjoy a higher weekly wage than the North Yorkshire and regional averages. The disparity between resident and workplace earnings in the District has also narrowed in recent years. House prices and the cost of living are lower in the District than neighbouring authority areas, which make it an attractive place to live. Many households have higher levels of disposable income. Relative levels of multiple deprivation are below average in the District with just 15.9% of the resident population living in areas classified amongst the 50% most deprived areas in England. 	

2.2 Selby District's Main Settlements

- 2.2.1 The Core Strategy sets an ambitious aim for Selby District to develop a more diversified and sustainable economy with an improved range of local employment opportunities, services and facilities. The three main settlements of Selby, Tadcaster, and Sherburn-in-Elmet, which are home to a third of the District's population, will play an integral role in achieving this ambition for a stronger economy.

Selby

- 2.2.2 Selby is the largest town in the District with an estimated population of 15,000 residents according to the 2015 mid-year estimates. The town is an attractive location to live and work and provides accessible services including leisure, education and health to a broad hinterland. A successful housing market is supported by strong road and rail connectivity.
- 2.2.3 Selby is the most self-contained settlement in the District, as around 60% of the residents in the town are employed in the District. Almost 50% of the employment offer in the town is concentrated in Retail, Health, and Education. The local economy has improved significantly in recent years, with an additional 700 jobs⁴ created over the two year period 2012-2014. There is a distinct need, however, to develop an improved 'night-time', cultural and visitor offer and promote its market town character, historic Abbey and new leisure facilities.
- 2.2.4 The Core Strategy outlines that the majority of new employment opportunities (23 ha) and approximately 40% (1,000 homes) of the housing target for the town will be provided by Olympia Park, a strategic development site to the east of Selby. The site is well-positioned to the town and in close proximity to key highway and rail links, whilst also providing an opportunity to stimulate regeneration of former industrial land and improve green spaces.

Tadcaster

- 2.2.5 Tadcaster, situated on the River Wharfe, is strategically located next to the A64 and within close proximity of the A1(M), equidistant between the major urban centres of Leeds and York. The town has a population of approximately 7,000 residents and supports almost 4,000 jobs, over half of which are concentrated in Manufacturing, Architectural and Engineering, and Information Service activities. The town has reported a modest increase in employment of 11.7% over the six year period 2009 to 2015.
- 2.2.6 The Core Strategy highlights that the housing and economic growth in Tadcaster has not kept pace with other parts of the District due to Green Belt and land availability issues, which is undermining its role as a local service centre. The Retail & Leisure Study in 2015 reported that the town provides a localised convenience retail offer that has relatively little inflow from surrounding areas. Existing businesses identified parking and the poor quality of the street market and public realm as key issues to be addressed. There is also a recognisable need to develop Tadcaster's 'night-time', cultural and visitor offer, capitalising on the town's brewing heritage and historic significance.

⁴ Business Register and Employment Survey, Nomis, 2015

- 2.2.7 Exploring the market demand for additional employment sites in Tadcaster, taking into account existing employment land already allocated at Sherburn, and revitalising the town centre are important aims for this strategy.
- 2.2.8 In addition to the above, there is also a need to work together with partners to find a solution to the land availability issues which have limited the delivery of housing in the town. Tadcaster's strategic location and close proximity to the urban centres of Leeds and York make it an important local service area with significant potential for growth. The town's growth potential is further emphasised by the Government's plans for the second phase of the high-speed rail line HS2 which will connect London to Leeds via the West Midlands, and cut journey times from York to London to just 1 hour 23 minutes by connecting high-speed trains with existing lines.

Sherburn-in-Elmet

- 2.2.9 Sherburn-in-Elmet is a settlement with a population of approximately 7,000 people and predominately functions as a local service centre with an essential convenience retail offer. Excellent transport links and its close proximity to the A1(M) and the Leeds City Region has resulted in significant employment growth at Sherburn Enterprise Park in recent years.
- 2.2.10 During the period 2009-2015, over 3,000 jobs were created on Sherburn Enterprise Park (an increase of 146.4%)⁵; the site is home to a range of large national companies including Optare, Debenhams distribution, Sainsbury's distribution, Eddie Stobart and Kingspan, and it now demonstrates significant strengths in Food Manufacturing, Motor Vehicle Manufacturing, Land Transport, and Warehousing. A further significant development was the announcement in February 2016 by Legal & General Capital (LGC) that it will open a factory at Sherburn Enterprise Park producing precision engineered modular housing which will initially create 400-500 jobs.
- 2.2.11 There is, however, an inherent need to accommodate this growth and support the increased economic activity in a sustainable manner in accordance with identified housing needs. The Retail & Leisure Study (2015) found that there is significant retail leakage from Sherburn-in-Elmet, which is perhaps to be expected given its close proximity to Leeds. A new Aldi store is likely to meet convenience provision needs in the short to medium term, but there is still an ambition to provide an attractive centre with increased vitality and activity that supports existing businesses and independent retailers.

⁵ Business Register and Employment Survey, Nomis, 2015

2.3 Functional Economic Areas

2.3.1 There is no single, universal approach to defining Functional Economic Areas (FEAs) and they rarely correspond with administrative boundaries. The Department for Communities and Local Government (DCLG) define FEAs as, “the area over which the local economy and its key markets operate”⁶.

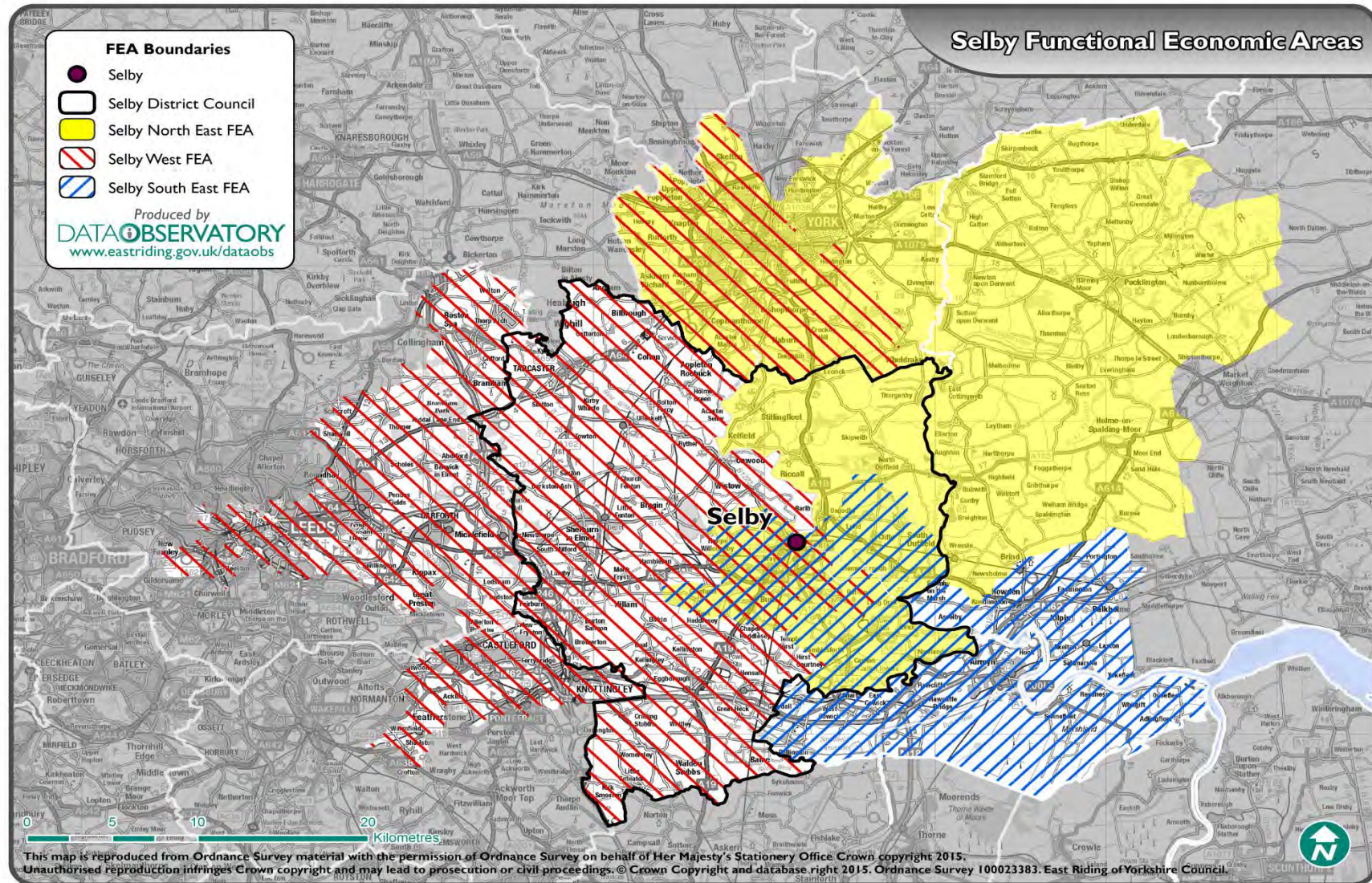
2.3.2 The economic analysis undertaken as part of the evidence base identified three Functional Economic Areas (FEAs) within Selby District. The town of Selby itself is included in all three FEAs, which is evidence of it being a ‘layered functional space’. The three FEAs are designated below and illustrated in figure 3 (see *overleaf*):

- **‘Selby North East FEA’** includes the city of York and the settlements of Selby and Pocklington
- **‘Selby South East FEA’** comprises the settlements of Selby, Goole and Howden
- **‘Selby West FEA’** includes part of eastern Leeds, southwest York and the settlements of Selby, Tadcaster, Sherburn-in-Elmet, Castleford and Knottingley.

An economic analysis of each FEA can be found in Annex D (*Selby District Functional Economic Areas Profiles - November 2015*).

⁶ DCLG, Local Economic Assessments: Consultation on Draft Statutory Guidance, December 2009

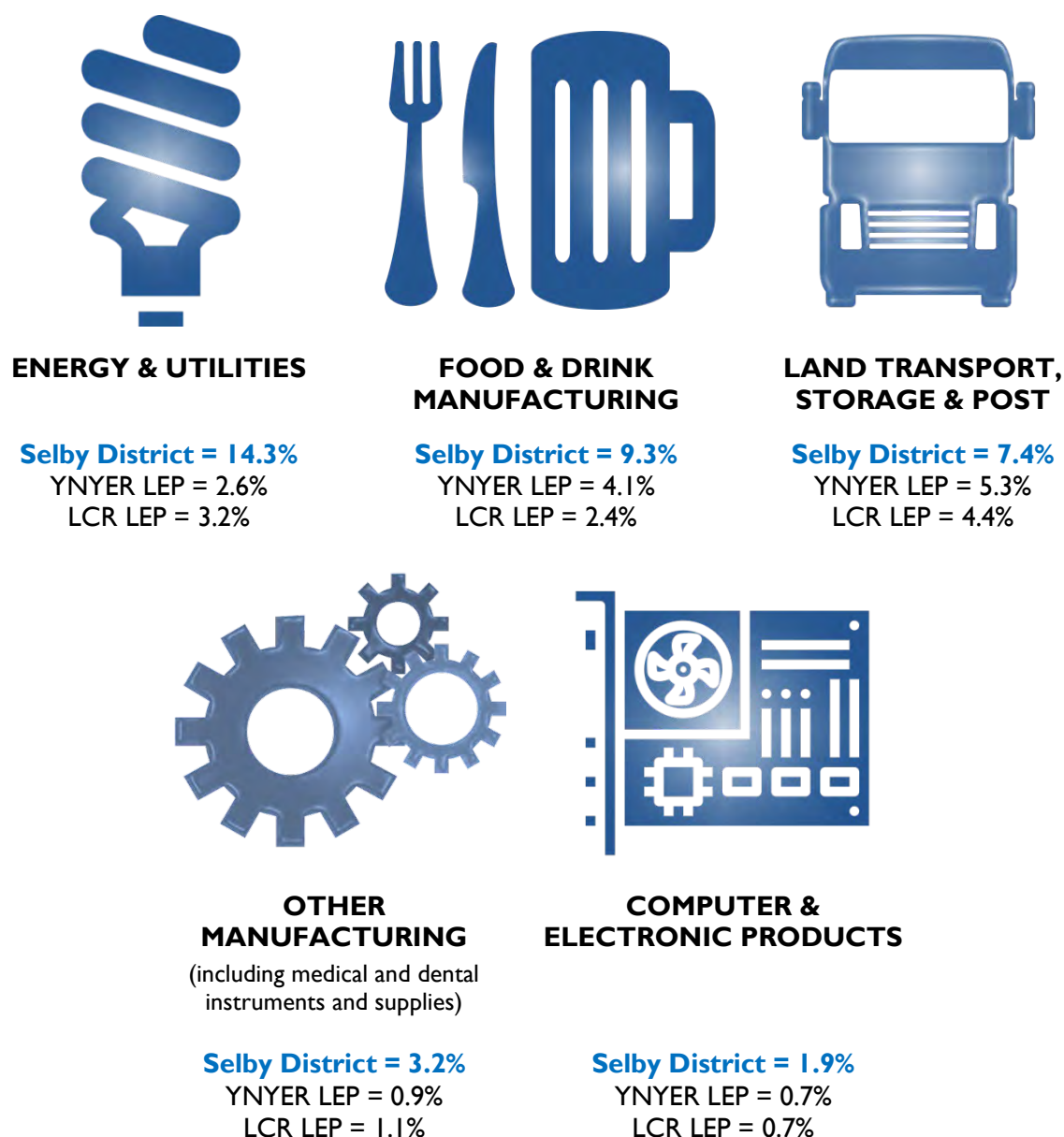
Figure 3: Selby District Functional Economic Areas



2.4 Sector Specialisms

- 2.4.1 Econometric modelling has been undertaken to identify the sectoral strengths within the District and the contribution they make to the local economy. Appendix 2 (*Understanding the Selby District Economy*) provides further information.
- 2.4.2 Figure 4 illustrates the significant contribution that these specialist sectors make to our local economy in terms of economic output and, by extrapolation, business rate contributions. In total, these five sectors account for 36.1% (£559.3m) of total output in the District compared to 13.6% and 11.8% in the YNYER and LCR LEP areas respectively⁷.

Figure 4: Sector contribution to output and total employment, 2016



⁷ Figures drawn from Regional Econometric Model (REM) 2015

2.5 Infrastructure and Connectivity

- 2.5.1 The Core Strategy sets out a vision for Selby District to be a “*distinctive rural District with an outstanding environment, a diverse economy and attractive, vibrant towns and villages*”⁸ by 2027. Therefore, it will be necessary to concentrate new development in the most sustainable locations with appropriate transport links.
- 2.5.2 Travel-to-work flows from the 2011 Census highlighted that almost 21,000 people commute out of the District for employment each day, with around 11,300 journeys (54.2%) travelling to the major urban centres of Leeds and York alone. This exemplifies its close links with the economies of its surrounding local authorities with Selby District having the lowest labour market self-containment level in the Yorkshire & Humber region.
- 2.5.3 Selby District has strong transport links, with direct rail connections to Leeds, York and Hull in approximately 30 minutes, Manchester in 1 hour 30 minutes and London in around 2 hours. Figures from the 2011 Census showed that just 1,100 people commuted to work by train, which equates to 2.6% of the resident population in employment compared to a national average of 5.6%. It is worth noting, however, that the number of people commuting to work by train has increased by 49% between 2001 and 2011.
- 2.5.4 Station usage in the District has also risen considerably over the last ten years. Statistics published by the Office of Road and Rail show that between 2005/06 and 2014/15, station entries and exits increased by 35% at Selby station, 68% at South Milford and 83% for Sherburn-in-Elmet⁹. Given that a significant proportion of the housing allocations up to 2027 are allocated in the Local Plan for Selby and Sherburn-in-Elmet, further consideration will need to be given to the level of infrastructure required at these passenger transport hubs in order to cope with potential future increases in demand. This includes identifying potential land for car parking to reflect increases in station usage.
- 2.5.5 Government plans are also in place for electrification works on the TransPennine route between Stalybridge and Selby to improve both capacity and journey times. The upgrade is expected to provide more capacity for 6 fast or semi-fast trains per hour on the line between Manchester and York. This would be the first phase of the proposals in place for Northern Powerhouse Rail, the planned fast-rail link between Liverpool and Hull to improve east-west connectivity in the north.
- 2.5.6 In addition to the above, the rail franchises awarded by the Government to Arriva Rail North (the Northern franchise) and First Group (the Transpennine Express franchise) offers a significant improvement in quality, frequency and capacity to services in the sub-region. The Hull – Selby – Leeds route will see the introduction of a standardised 7 day timetable with improved early / late and Sunday Transpennine Express services, and the enhancement of Northern’s local service which calls at Selby and South Milford. The Hull – Selby – York route will see a more regular ‘hourly’ service between Hull and York, calling at Selby and Sherburn-in-Elmet. New trains will be introduced, and all others modernised to a high standard. A series of station improvements are also planned for Selby, Sherburn-in-Elmet, South Milford, Church Fenton and Ulleskelf.

⁸ Selby District Core Strategy, October 2013

⁹ Office for Rail and Road, 2014/15

- 2.5.7 The potential development of Leeds East Airport on the former RAF Church Fenton site presents a major opportunity to improve air transport connectivity across the wider region. The site was sold to Makin Enterprises in 2013 and became a CAA licenced airfield in September 2016 with plans to offer private and business charter flights to Cannes, Faro and Malaga from May 2017, as well as an aviation training school. When combined with the announcement in August 2015 that Screen Yorkshire had secured the rights to develop a major new film studio space at Church Fenton, the site offers significant prospective growth in both productivity and high value jobs for the District.
- 2.5.8 The Rural Productivity Plan published by the Department for Environment and Rural Affairs (DEFRA) in 2015 sets out a 10-point action plan and commitment from Government to boost productivity in rural areas. Superfast broadband and high quality mobile communications are identified as key priorities to ensure that rural areas are connected to the wider economy. This is especially important to Selby District when considering the high levels of both homeworking and self-employment in the rural areas furthest from local service centres, particularly in the north bordering the city of York, and to the south bordering West Yorkshire.
- 2.5.9 Significant progress has been made in the four years up to 2016 as superfast broadband, which is defined as delivering download speeds in excess 24 megabits per second, is now accessible to 88% of properties in the District¹⁰. Furthermore, it is important to note that the business parks at both Sherburn-in-Elmet and Escrick have recently been upgraded to superfast broadband. Research undertaken by the Office for National Statistics (ONS) in 2015 also found that home workers are more likely to be working in higher skilled roles¹¹, which reflects the local issues identified in the Core Strategy regarding the retention of higher skilled workers within the District.
- 2.5.10 Modern transport connections are also recognised in the report and this factor is particularly pertinent for Selby District. Feedback from the business consultation in autumn 2015 (see Annex E)¹² highlighted the need for better public transport options, particularly bus services for workers at Sherburn-in-Elmet. Considerable employment growth at the enterprise parks has raised concerns amongst the local businesses regarding their access to a future supply of labour.

2.6 Key Economic Development Sites

- 2.6.1 As part of the development of this Strategy, work was undertaken to understand the key economic development sites across the District, the opportunities they offer to contribute to economic growth, and how they fit within the local and regional policy context.
- 2.6.2 This analysis has helped to map current provision in addition to identifying gaps in the District's portfolio of strategic employment land. The location of these sites within the District can be seen in figure 5 on page 18.

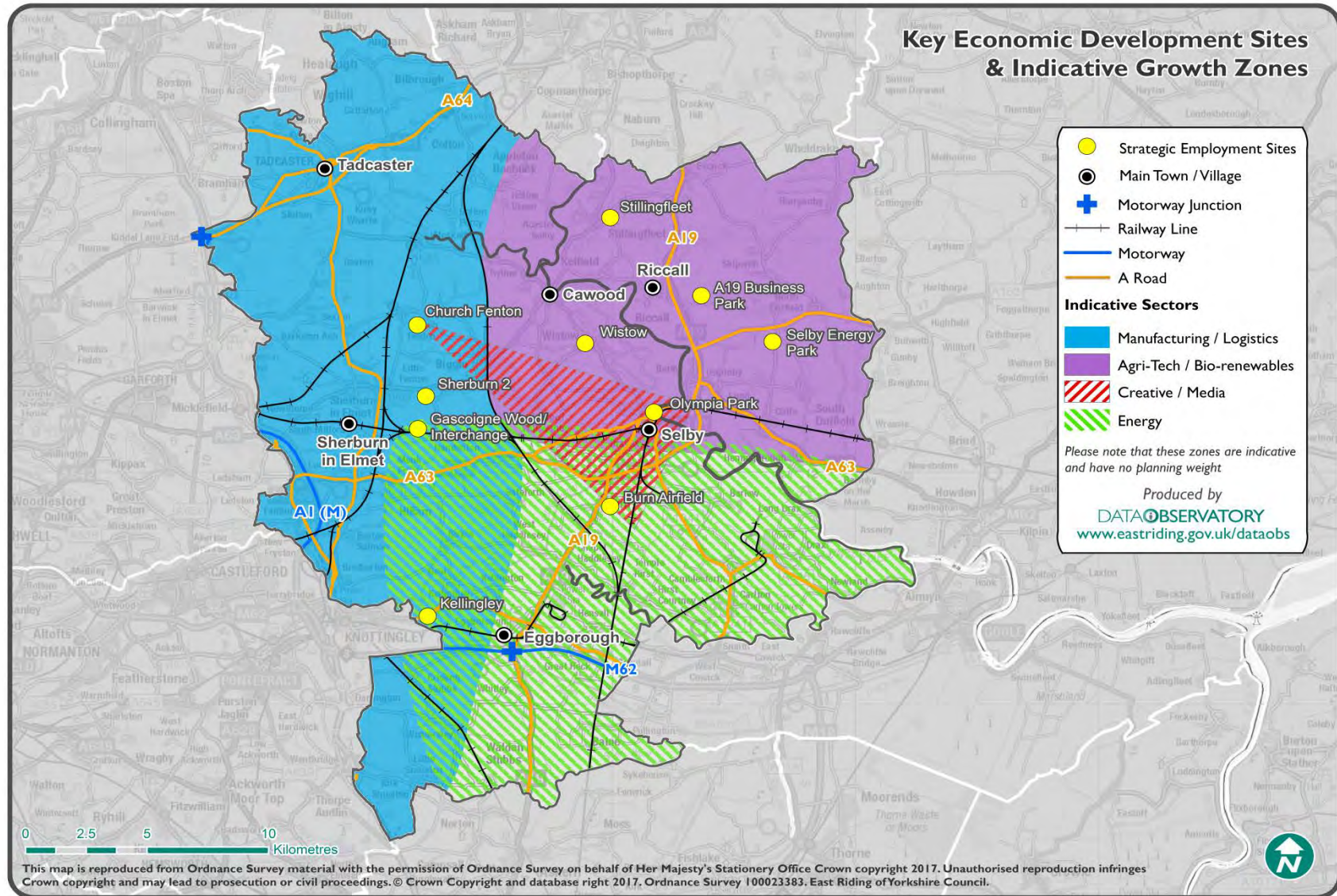
¹⁰ Superfast North Yorkshire (SFNY), 2016

¹¹ Statistical Digest of Rural England, June 2015

¹² Annex E: Selby District Business Support Briefing Paper (November 2015)

- 2.6.3 The identification of strategic employment sites also considered a demand side assessment of which sites would be of interest to potential inward investors due to their scale, proximity to transport infrastructure and/or expanding labour markets.

Figure 5: Key Economic Development Sites & Indicative Growth Zones



2.6.4 Strategic Employment Sites

Olympia Park (Selby)

Size: 222 acres / 90 hectares

Location: A19 / A63 – 1 mile
A1(M) – 6 miles (J42)
M62 – 10 miles (J34)



Olympia Park is a large scale housing and employment site to the north east of Selby town centre and adjacent to the River Ouse. This site is important for the District due to its size, the proximity to Selby town centre, the mixed market offer (offices, range of employment unit sizes etc.), and its multimodal transport infrastructure (rail, road, waterway).

A Masterplan, developed in 2010, provides provision for 844 homes and 23 hectares of employment land surrounding an existing warehousing and distribution site operated by The Bowker Group; outline planning permission is in place for both the housing and employment elements.

Olympia Park's strategic importance as a key economic development site is recognised in the Selby District Local Plan and the North Yorkshire & York Housing Plan; the site is also included as part of the Leeds City Region and the York, North Yorkshire and East Riding LEPs' Growth Deal project programme.



Sherburn 2

Size: 75 acres / 30 hectares

Location: A63 – 3.5 miles
A1(M) – 5 miles (J42)

Sherburn 2 neighbours the existing Sherburn Enterprise Park, which is home to several national companies including Optare, Debenhams distribution, Sainsbury's distribution, Kingspan and Eddie Stobart. This site is important for the District due to its proximity to the city of Leeds, the A1(M) and national motorway network, east/west and north/south rail connections and the established logistics cluster which has developed on the existing Sherburn site; the site is also adjacent to the Gascoigne Wood / Gascoigne Interchange rail freight terminal.

Although the land is currently being used as farmland, outline planning permission has been secured for 1.25m ft² of B1/B2/B8 industrial/warehouse accommodation (with ancillary offices) and there are already plans to develop 5 new units ranging in size from 35,000ft² to 575,000ft².

Sherburn 2 is also included as a strategic site within the York, North Yorkshire and East Riding LEP's Growth Deal project programme.

Kellingley Colliery

Size: 140 acres / 57 hectares

Location: M62 – 3 miles (J34)
A1(M) – 6 miles



Kellingley Colliery was one of the last deep coal mines left in Britain; it was opened in 1965 and its workings extended into West Yorkshire. Its location was influenced by the proximity of road, rail and canal routes. The site, which is owned by UK Coal, closed in December 2015.

Planning consent has been granted to redevelop the site, providing 1.45m ft² of B1/B2/B8 industrial/warehouse accommodation (with ancillary offices) and retail uses (A1-5).

The site is important for the District due to its size, location close to the M62 motorway, multi-modal transport links and its existing power grid infrastructure. There is also potential to utilise the inland waterway network to access the Humber Ports via the planned Goole Intermodal Terminal.



Gascoigne Wood / Gascoigne Interchange

Size: 700 acres / 283 hectares

Location: A63 – 3 miles
A1(M) – 5 miles (J42)
M62 – 7 miles (J32A)

Gascoigne Wood, which includes Gascoigne Interchange, lies 2 miles south east of Sherburn-in-Elmet in close proximity to the Sherburn Enterprise Park. The Gascoigne Interchange site offers a strategic rail freight distribution location; 15 acres of rail sidings, capable of accepting 775m trains; over 265,000ft² of warehouse, workshop and ancillary offices; bulk storage, recycling and a rail transfer station. Gascoigne Wood is currently being used to store the gypsum bi-product from surrounding power stations.

The site has existing rail freight infrastructure which connects directly with east/west & north/south rail corridors; it also enjoys close proximity to the city of Leeds, the A1(M), the M62 and the national motorway network. Gascoigne Interchange has planning permission for B1 B2 and B8 uses; whilst no permissions are in place for the rest of Gascoigne Wood; the Harworth Group are proactively marketing Gascoigne Interchange as the Sherburn Rail Freight Terminal.

Burn Airfield

Size: 500 acres / 202 hectares

Location: A63 – 1 mile
M62 – 4.5 miles (J34)
A1(M) – 9 miles (J42)



Historically this site was in Ministry of Defence (MOD) ownership and used in WW2 by bomber command. After disposal of the site by the MOD, Yorkshire Forward and latterly the Homes and Communities Agency (HCA) took ownership with the aim of promoting economic use. Selby District Council purchased the site in summer 2015 and it is currently being used as an airstrip for Burn Gliding Club, and also as agricultural land.

There are no planning permissions in place for this site and it is not currently designated in the Local Plan or Core Strategy; Burn Gliding Club also has a current lease on the airfield buildings and runways. There are two existing overage agreements on the site: former owners / Drax holding companies have an agreement for 40% of any uplift on the site which ends in 2023; and the HCA have an additional agreement for a 10% uplift which expires in 2033. The site is important for the District due to its size and proximity to high quality rail connections.

Church Fenton Airfield

Size: 440 acres / 178 hectares

Location: A63 – 5 miles
A64 – 6 miles
A1(M) – 9 miles (J44)



Formally RAF Church Fenton, this site was an operational RAF base until 2013, when it was sold to Makin Enterprises; in September 2016 the newly renamed Leeds East Airport became a CAA licenced airfield, with plans to offer 'VIP' charter flights to Cannes, Faro and Malaga from May 2017. In August 2015 Screen Yorkshire also announced they had secured the rights to develop a major new studio space on the site called 'The Yorkshire Studios'.

The site is important for the District due to its proximity to the city of Leeds, and its potential to provide regionally significant transport infrastructure in the form of Leeds East Airport. It also has the potential to provide a major cultural industries asset in the form of studio space for the film and TV industries in an area where there is currently a demonstrable need.

The proposals for Leeds East Airport link with the Leeds LEP's 'Delivering infrastructure for growth' Investment priority, whilst the development of the site for 'The Yorkshire Studios' contributes towards Leeds City Region LEP's priority sector of 'Digital & Creative Industries'.

A19 Business Park

Size: 104 acres / 42 hectares

Location: A19 – 0.5 mile
M62 – 12 miles (J34)



A19 Business Park was previously a mine head for the Selby Coalfield. Since its closure, the existing site buildings have been refurbished to form a business centre with office units ranging from 11ft² to 10,000ft², industrial units ranging from 700ft² to 13,000ft², and open storage compounds of 0.5 acres upwards. The site has planning permission for the on-site buildings to be used for B1, B2 and B8 uses.

The site is important for the District due to its existing national grid electricity infrastructure (up to 33MVA of electricity capacity), which enables feed-in to and take-out from the grid; site access roads and water abstraction licences are also in place.



Selby Energy Park

Size: 67 acres / 27 hectares

Location: A19 – 2.5 miles
A63 – 3 miles
M62 – 10.5 miles (J37)

Selby Energy Park was previously a mine head for the Selby Coalfield. After closure it was converted to business space comprising of 35,000ft² of industrial space and 15 acres of open storage land. Industrial units ranging from 1,000ft² to 12,000ft² and open storage from 0.5 acres are currently available with existing tenants including waste plastic recycling businesses and STOR energy generation facilities.

The site is important for the District due to its existing national grid electricity infrastructure (up to 30MVA of electricity capacity) which enables feed-in to and take-out from the grid. The site has planning permission for the on-site buildings to be used for B1, B2 and B8 uses; site access roads and water abstraction licences are also in place.



Stillingfleet Mine

Size: 79 acres / 31 hectares

Location: A19 – 2.5 miles

Stillingfleet Mine was previously a mine head for the Selby Coalfield and was closed in 2004. Although the site is currently vacant, it has significant on-site infrastructure including: highway connection; mine gas methane electricity generators; a self-contained waste water treatment plant; an established surface water drainage system; and a bore hole providing water supply.

The site is important for the District due to its existing national grid electricity infrastructure (capacity of 12 MW), which enables feed-in to and take-out from the grid. It is currently subject to a restoration condition, which requires it to be returned to its previous use prior to mining activity.

Wistow Mine

Size: 30 acres / 12 hectares

Location: A19 – 5 miles
A63 – 5 miles



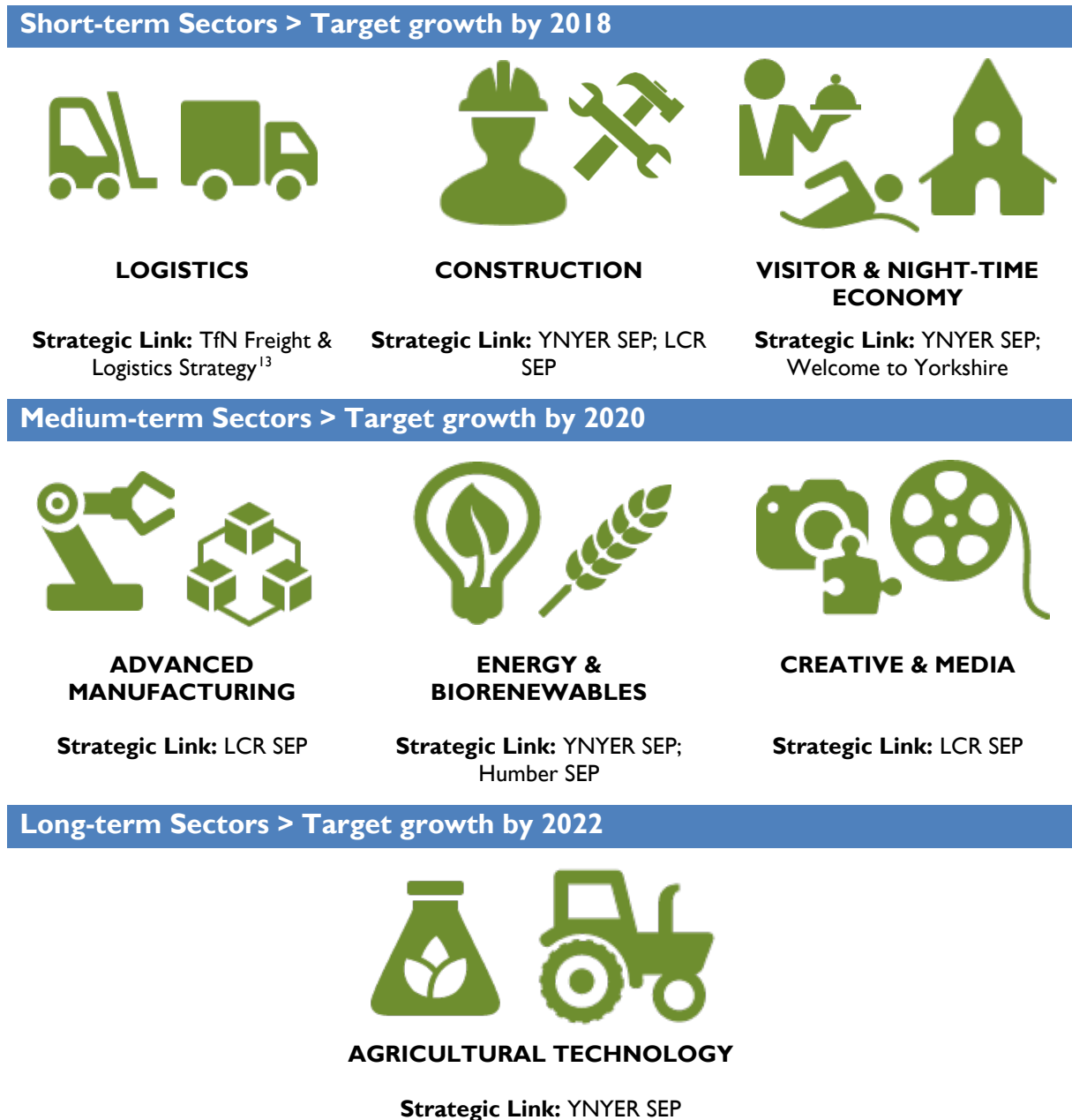
Between 1982 and 2004 Wistow Mine was a pit head for the Selby Coalfield. Although the site is currently vacant, it has significant on-site infrastructure including: highway connection; mine gas methane electricity generators; a self-contained waste water treatment plant; an established surface water drainage system; and a bore hole providing water supply.

The site is important for the District due to its existing national grid electricity infrastructure (capacity of 12 MW), which enables feed-in to and take-out from the grid. It is currently subject to a restoration condition, which requires it to be returned to its previous use prior to mining activity.

2.7 Priority Growth Sectors

2.7.1 A number of *Priority Growth Sectors* (figure 6) have been identified as a result of the economic analysis, the existing strengths of the District, and the priorities of both LEPs. These are reflected in a series of ‘indicative growth zones’ as shown in figure 5. Targeting support for these sectors will increase the level of high value employment opportunities in the District and strengthen local supply chains, which will in turn encourage growth in small and medium-sized enterprises. Each sector has been categorised into three groups as to whether growth can be realised in the short-term (by 2018), medium-term (by 2020) or long-term (by 2022). We will be both reactive and flexible to any new opportunities or sectors that emerge during the period of this Strategy.

Figure 6: Priority Growth Sectors



¹³ Transport for The North (TfN) Freight & Logistics Strategy

2.8 Priority Growth Sectors: In Focus

- 2.8.1 A comprehensive review of sector trends has been conducted during the development of our Strategy on a local and national scale to establish a range of fundamental sector strengths and opportunities for Selby District, which are outlined below.

Short-term Priority Growth Sectors > Target growth by 2018

➤ TRANSPORT & LOGISTICS

- 2.8.2 **Transport & Storage** has been the fastest growing sector in the District by a considerable margin over the last six years; employment has more than doubled during this time to over 3,000 people in 2015. Extensive private-sector led development at Sherburn Enterprise Park has contributed significantly to this exponential growth, which has attracted major national companies such as Sainsbury's, Debenhams and Eddie Stobart to locate their logistics operations from this base.
- 2.8.3 The Transport for the North (TfN) Freight & Logistics Strategy sets out an ambitious vision for the North of England to have world-class infrastructure for the efficient movement of freight by 2033, potentially creating 25,000-38,000 new jobs in the sector. Selby District offers a strategically central location within the region and has close transport links with major freight routes across the North including the Hull and Humber Ports via the M62 (including Goole Intermodal Terminal), South Yorkshire and iPort at Doncaster via rail and the M18 and A1(M), and the North East via rail and the A1(M). Sites at Olympia Park, Burn Airfield and Kellingley Colliery benefit from having potential multi-modal transport infrastructure, whilst Burn Airfield and Gascoigne Wood Interchange also have access to high quality rail connections.
- 2.8.4 Emphasising the excellent range of rail infrastructure that the District can provide its businesses, the Selby rail terminal located on the Bowker Group site adjacent to Olympia Park is capable of handling 775 metre trains and is one of only three Strategic Rail Freight Interchanges (SRFIs) in the North offering direct rail access to Felixstowe (the UK's busiest container port). Furthermore, GB Railfreight currently moves 3 million tonnes of biomass from the Port of Liverpool and 1.5 million tonnes from the Port of Tyne to Drax Power Station each year.
- 2.8.5 Selby District, therefore, has a critical role to play with significant strengths in this sector and presents the District with a substantial opportunity to establish itself as a large-scale distribution hub and play a considerable role in the Northern Powerhouse agenda.

➤ CONSTRUCTION

- 2.8.6 Employment within the **Construction** sector in the District has fallen consistently since 2009 to just over 5% of total employment after facing a challenging period since the economic downturn. Statistical outputs from the Regional Econometric Model (REM) 2016 forecasted moderate growth within the industry up to 2031, although this did not take into account the anticipated adoption of PLAN Selby during this Strategy period. This will

stimulate significant house building within the District, in addition to infrastructure projects that may potentially come forward at Olympia Park, Kellingley Colliery and Sherburn 2.

- 2.8.7 A major challenge within this sector is the domination of smaller businesses employing fewer people, or larger companies that operate from existing premises but sub-contract work out to businesses which aren't located in the District. However, Selby College has an excellent track record in delivering apprenticeships and vocational qualifications in this sector, and opportunities exist to implement local labour clauses in Section 106 contracts with developers to ensure local residents have improved access to employment opportunities. Key companies within this sector include British Gypsum at Sherburn-in-Elmet, manufacturers of high performance building linings, in addition to Plasmor Limited at Great Heck, who manufacture concrete building products.

➤ VISITOR & NIGHT-TIME ECONOMY

- 2.8.9 The **Visitor & Night-time Economy** is a sector with under realised growth potential within the District and a real opportunity exists to benefit from its close links with neighbouring cities and the strong tourism offer in York. Growth within this sector will also directly contribute to Priorities 3 'Inspired People' and 4 'Successful and Distinctive Places' within the YNYER LEP's SEP with tailored support available for businesses with specific needs.
- 2.8.10 A 'tourism industry' is not an industry in its own right but is a sizeable sector made up of a range of individual component industries and as a result the value and potential of the sector can be difficult to estimate. However, in 2015 approximately 2,500 people (6.9%)¹⁴ in the District were classified as being in 'tourism' employment in accordance with the VisitEngland definition. The broad nature of the sector presents increased business start-up, employment and skills opportunities across a range of age groups.
- 2.8.11 The 'night-time economy' is defined as "the time period between 6pm and 6am and covers a wide range of activity in town and city centres (including pubs and bars, cafes restaurants, cinemas, theatres, events and retail), which combine to create a centre offer 'after dark', manifesting an economy that has its own unique qualities and is distinct from the 'day-time'¹⁵. Evidence in the Retail and Leisure Study suggests that the close proximity of Selby District to major urban centres restricts its ability to attract the necessary retailers and leisure operators required to realise a step-change in the performance of its main settlements. Therefore, it is essential that emphasis is placed on developing a local independent offer, particularly within Selby town.
- 2.8.12 There is a need for local partnership working with key stakeholders to develop a unified and clearly defined offer that celebrates the unique local identity of the District and fully capitalise on attractions such as Selby Abbey, Selby Leisure Village and Tadcaster's brewing heritage. The *Selby Local Food & Drink Plan*¹⁶ focuses on enhancing the contribution of the agri-food sector to the local economy and includes underpinning actions such as developing

¹⁴ Figures aggregated and rounded. Business Register and Employment Survey, 2015, Office for National Statistics.

¹⁵ The Evening and Night-Time Economy – Realising the Potential for Destination Organisations", Visit England and The Association of Centre Management, September 2012.

¹⁶ Selby Local Food and Drink Plan, Tadcaster & Rural Community Interest Company, 2016

a Selby Brand and promoting markets and events. Raising the quality of both the visitor offer and infrastructure is crucial to drive future growth in this sector.

Medium-term Priority Growth Sectors > Target growth by 2020

➤ ADVANCED MANUFACTURING

- 2.8.13 **Manufacturing** is of major importance across a diverse range of sub-sectors in the Selby District, and in recent years has consistently accounted for around 20% of all employment, with the LCR SEP also identifying 'Innovative Manufacturing' as a priority sector. Classifications strongly represented include: food & beverage production; rubber and plastics; glass; non-metallic minerals; fabricated metal products; electrical equipment; and the manufacture of motor vehicles. Examples of large manufacturing companies within the District include Tunstall Healthcare, Greencore Grocery, Lambert Engineering and the brewing industry in Tadcaster. The modern warehousing and industrial facilities available at Sherburn Enterprise Park have attracted a number of other major manufacturing companies to the District including Optare, Kingspan and Pecan Deluxe. Employment land available at Sherburn 2 and the redevelopment of brownfield land at Kellingley are likely to be of interest to prospective investors in this sector.
- 2.8.14 Investment in Sherburn Enterprise Park has significantly strengthened the 'advanced manufacturing' sector in the District in recent years, which typically demonstrates greater rates of productivity, innovation and generates higher-skilled employment in a local economy. **Advanced Manufacturing** can broadly be described as "intensive in its use of capital and knowledge and requires a high level of technology utilisation and Research and Development" (UKCES, 2012)¹⁷. Employment in this subsector has increased by almost 70% (700 people) between 2011 and 2015¹⁸ with the *manufacture of motor vehicles* and *research and development in natural sciences and engineering* reporting strong growth during this period. It is interesting to note that almost 75% of this additional employment has been created at Sherburn Enterprise Park.
- 2.8.15 Further positive developments in this sector include the announcement by Legal & General Capital (LGC) in February 2016 that it will open a factory producing precision engineered modular housing in a 550,000 ft² warehouse at Sherburn Enterprise Park. The factory will be the largest of its kind in the world and will initially create 400-500 jobs. Furthermore, the National Skills Academy for Food & Drink also approved Selby College to deliver the new Food and Drink Engineering Maintenance Trailblazer Apprenticeship in December 2015 – one of only three colleges in the north to receive this accreditation. This has involved site visits and inspections from leading companies within the sector, with expected customers for the scheme set to include Nestlé, Greencore, Rank Hovis, and Cranswick PLC.

➤ ENERGY & BIORENEWABLES

- 2.8.16 The **Energy** sector has been an integral part of Selby District's local economy since the discovery of the Selby coalfield in the late 1960s. The District is home to two major power stations: Drax, the largest plant in the UK, and Eggborough, which combined provide over

¹⁷ 'Skills and Performance Challenges in the Advanced Manufacturing Sector', UKCES, June 2015

¹⁸ Figures aggregated and rounded. Business Register and Employment Survey, 2015, Office for National Statistics.

10% of the UK's electricity needs. In recent years Drax has converted three of its six generating units to biomass (organic, plant-based matter used to generate energy) and so has begun the process of moving away from fossil fuels to more sustainable, lower carbon fuels. Estimates show that approximately 70% of the energy that Drax now generates is through biomass, which makes up around 20% of the UK's renewable power. The sector makes a significant contribution to both output and business rates for the District, as well as being a large employer. Furthermore, this presents opportunities to forge links with the growing low-carbon and renewables sector in the Humber and the potential to develop trade and create new supply chains.

- 2.8.17 'Bio-renewables' is defined as "an all-embracing term that covers the production of heat, power, transport fuels and other products from organic matter of recent origin,"¹⁹. The YNYER LEP has an ambition to become a leading location for the 'bioeconomy' i.e. producing food, energy and other materials from biological resources, and has identified the sector as one of its key priorities. The concept of the *BioVale* location is at the heart of this ambition, and promotes greater collaboration between different institutions including FERA Science, Stockbridge Technology Centre and the Biorenewables Development Centre (BDC) through the University of York. An aim of the BDC is to support businesses in this sector and bridge the gap between research and commercial manufacture with possible funding through the European Regional Development Fund (ERDF)²⁰.
- 2.8.18 The District has the potential to offer land and significant infrastructure at existing business parks along the A19 corridor between Selby and York, in addition to land in the south of the District near the M62 to support the growth needs of this sector. The former mine sites also have significant on-site infrastructure and are located in more remote locations away from residential areas and may be of potential interest to, for example, the bioenergy sector.
- 2.8.19 'Energy from waste' production can cover a range of different processes and technologies that generate a usable form of energy from solid waste, which significantly reduces waste going to landfill and improves both energy and environmental resilience. This is a growing market in the UK with further demand for improved waste management infrastructure and sources of renewable energy from municipal, commercial and organic waste.

➤ CREATIVE & MEDIA

- 2.8.20 **Creative Industries** encompass a wide spectrum of activities from publishing and ICT to media production, architecture and design. This is currently a minor sector within the District with most employment concentrated in sole proprietorships and micro businesses. Current employment within the sector is dominated by computer consultancy, programming and architectural services.
- 2.8.21 However, there is considerable potential for this to emerge as a growth sector within the District. In February 2016, the British Film Institute (BFI) awarded the Yorkshire Screen Industries Hub £127,000 National Lottery funding through its 'Creative Clusters Challenge

¹⁹ Halford, N. G. & Karp, A (2011), 'Energy Crops', Royal Society of Chemistry (RSC) Publishing

²⁰ <https://www.biovale.org> > BioVale Strategy, March 2015

Fund', which will be match-funded by Screen Yorkshire. The aim of the programme is to support the growth of an emerging screen sector by identifying the necessary investment required for skills, training, infrastructure and knowledge-sharing. Furthermore, in August 2015 Screen Yorkshire announced they had secured the rights to develop major new studio space on the Church Fenton Airfield site named 'The Yorkshire Studios'.

- 2.8.22 As Screen Yorkshire's presence and reputation develops, additional film/television productions could be attracted by 'The Yorkshire Studio's' accessible location and close proximity to the region's stunning scenery. An excellent example is the recent filming of the ITV period drama 'Victoria', which was the first production to be filmed at Yorkshire Studios. Producers Mammoth Screen took advantage of the Studio's vast space to recreate Buckingham Palace, whilst also capitalising on Yorkshire's rural beauty by filming at several locations in the sub-region. The series has been re-commissioned for a second series.
- 2.8.23 An ongoing 'schedule' of productions would provide the assurance required to potentially develop a supply chain of smaller creative companies, permanently based in the District, to support this ongoing work. This would deliver high-value permanent jobs, whilst the transient nature of film/television production would also provide a sustainable market for the District's hospitality sector and the night-time economy of its market towns.

Long-term priority growth sectors > target growth by 2022

➤ AGRICULTURAL TECHNOLOGY

- 2.8.24 '**Agricultural Technology**' refers to a sector that focuses on technological, scientific and labour innovations that ultimately seek to increase production and productivity in the agricultural sector. This is one of the fastest growing markets in the world in response to the global pressures of an increasing population, climate change, and a reduction in resources.
- 2.8.25 Agriculture, and food and drink manufacturing and processing are important sectors to Selby District in terms of both the number of operating businesses and people employed within the sector. Agricultural activity is predominantly arable at present; however, major food, drink and livestock feed processors located in the District include Cranswick, Greencore Grocery, Pecan Deluxe, JE Hartley and For Farmers, in addition to the breweries in Tadcaster (Samuel Smith, John Smith and Molson Coors).
- 2.8.26 The YNYER SEP recognises the importance of this sector to a predominantly rural and agricultural economy through its priority to be 'a global leader in Agri-Food and Biorenewables'. FERA Science (Food and Environment Research Agency) is based at Sand Hutton in Ryedale, whilst the Stockbridge Technology Centre based within Selby District (near Cawood) specialises in horticultural research. Significant investment in innovation facilities has been achieved in recent years and the challenge outlined in the YNYER SEP is to enable effective knowledge transfer into the local economy and stimulate business start-ups and job creation. Existing business parks identified as key employment sites along the A19 between Selby and York are ideally placed to serve the potential need for any 'spin out' businesses created as they move from research and innovation into production.



John Smith's Brewery, Tadcaster

Photograph by Tim Green, July 2011
Adapted July 2016

3.0 Strategic Overview - Relevant Strategies, Plans and Policies

- 3.1.1 Our Strategy will be a key tool and advocacy document in negotiating with partners and Local Enterprise Partnerships, consulting with the local business community, supporting funding bids, and influencing access to the 2014-2020 European programmes. The Chancellor of the Exchequer has guaranteed to honour funding for all projects contracted by the date the UK leaves the European Union, which is currently anticipated for March 2019.
- 3.1.2 Figure 7 provides an overview of international, national, sub-regional and local strategies, plans and policies that have influenced this Strategy. Appendix I²¹ provides further details on these documents and highlights their potential implications for the Strategy.

Figure 7: Strategic Overview

International

European Strategic Investment Fund (ESIF) Programme (2014-2020), which incorporates:

- > European Regional Development Fund (ERDF)
- > European Social Fund (ESF)
- > European Agricultural, Fisheries and Rural Development (EAFRD)

National

- > Plan for Growth
- > UK Productivity Plan
- > Rural Productivity Plan
- > National Policy Planning Framework
- > Localism Act
- > Cities and Local Government Devolution Act
- > Enterprise Act
- > TfN: Freight & Logistics Strategy
- > Northern Powerhouse Strategy 2016
- > Northern Powerhouse Independent Economic Review
- > Building Our Industrial Strategy Green Paper
- > Housing White Paper: Fixing our Broken Housing Market
- > The United Kingdom's Exit from and new Partnership with the European Union White Paper

Sub-regional and County-wide

York, North Yorkshire and East Riding LEP:

- > Strategic Economic Plan (2016-2021)
- > ESIF Plan
- > Growth Deal Plan

Leeds City Region LEP:

- > Strategic Economic Plan (2016-2036)
- > ESIF Plan
- > Growth Deal Plan

North Yorkshire County Council:

- > YNYER Spatial Plan (*draft*)
- > Local Transport Plan 4 (LTP4)
- > North Yorkshire Strategic Transport Prospectus
- > Municipal Waste Management Strategy
- > Waste and Minerals Core Strategy
- > Joint Health and Wellbeing Strategy

Electrification Task Force:

- > 'Northern Sparks': Rail Electrification in the North of England

Local

Selby District Council:

- > Corporate Plan (2015-2020)
- > Core Strategy (2013)
- > PLAN Selby (*draft*)
- > Employment Land Review (*draft*)
- > Strategic Housing Land Availability
- > Strategic Housing Market Assessment (*draft*)
- > Strategic Flood Risk Assessment
- > Selby District Market Towns Study (*draft*)
- > Selby Retail & Leisure Study

Voluntary & Community Sector:

- Tadcaster & Rural Community Interest Co:
- > Local Food & Drink Plan
- Selby Town Enterprise Partnership (STEP):
- > STEP Strategy (2014-2017)
- Selby Big Local:
- > Selby Big Local Community Action Plan (2015)

Selby College:

- > Strategic Development Plan (2015-2018)

²¹ Appendix I – Strategic Overview

4.0 Strategic Framework

- 4.1.1 Selby District clearly demonstrates many distinctive economic strengths and it is the role of this document to meet the aspirational approach adopted in the Core Strategy towards economic growth, which aims to address the following challenges²²:
- Provide a flexible response to market demand and an increasing workforce;
 - Ensure employment opportunities are focused on the settlements of Selby, Tadcaster and Sherburn-in-Elmet, while encouraging an appropriate level of jobs in rural areas;
 - Cater for inward investment as well as indigenous employment growth, including the provision of small-medium sized premises, and larger premises for logistics and companies with specialist needs/higher value uses.
- 4.1.2 Selby District Council's Corporate Plan 2015-2020 sets out its vision to make the District a **great place** to *do business, enjoy life, and make a difference*. The Plan seeks to renew the Council's focus on strengthening the local economy and the following corporate aims have been reflected in the development of this Strategy:
- Support and encourage growth in business enterprise already operating in the District;
 - Support new investment opportunities by working with developers, partners and business leaders;
 - Encourage investment in businesses that deliver new opportunities for local residents and support a skilled workforce;
 - Deliver thriving futures for the settlements of Selby, Tadcaster and Sherburn-in-Elmet.
- 4.1.3 Figure 8 sets out the strategic framework for our Economic Development Strategy and highlights the close interrelationship between its three priorities²³, which are focused on the ambition of '**Making Selby a great place...**':
- **for enterprise and business growth** - attract investment, support business and target priority sector growth;
 - **to live and work** - develop vibrant communities with a quality housing, retail and leisure offer;
 - **to achieve your potential** - develop a skilled and responsive workforce.
- 4.1.4 Our Strategy's priorities are each underpinned by three distinct objectives, which have been further developed into a series of actions; these are set out in the accompanying Action Plan, which can be found at Annex A²⁴.
- 4.1.5 Prioritisation of these actions allows initial focus to be given to what we have deemed as being our immediate actions (those that are ongoing or dated 2017/18) which will set the direction for the success of our Strategy. Our focus will then turn to our medium-term actions (those dated 2019/20). Finally, our remaining actions will be realised as we come towards the end of the Strategy in 2022 and begin to look ahead to its next iteration.

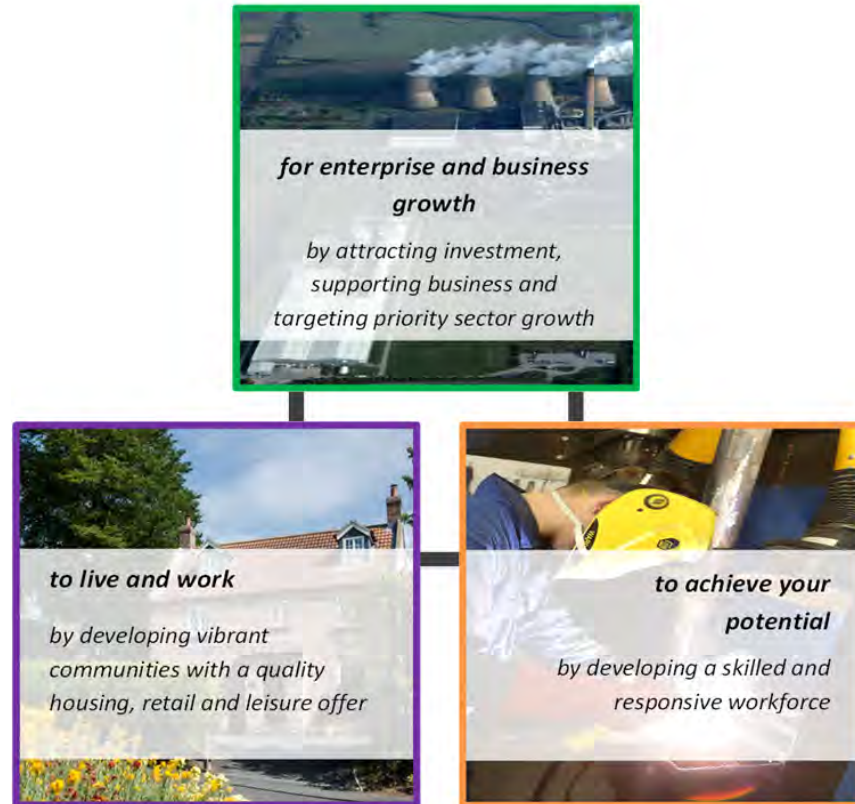
²² Conclusions taken from page 85 of 'Selby District Core Strategy – October 2013'

²³ Please note that the numbering of our Strategy's priorities does not denote the importance of one priority over another

²⁴ Annex A: Selby Economic Development Strategy – Action Plan 2017-2022...and beyond

Figure 8: Strategic Framework

Making Selby District a great place...



... for enterprise and business growth

Objectives

- 1a) Seek to develop the necessary physical infrastructure to unlock economic growth
- 1b) Attract new business investment to create employment opportunities in priority sectors
- 1c) Engage with indigenous businesses to support growth and resilience

... to live and work

Objectives

- 2a) Develop a long-term programme of market town regeneration and rural diversification to boost the visitor, leisure and night-time economy
- 2b) Protect and promote Green Infrastructure and align housing requirements to economic ambitions to create sustainable communities
- 2c) Understand the ongoing impacts of climate change and sustainable development to foster business resilience and assurance

... to achieve your potential

Objectives

- 3a) Increase apprenticeship and vocational training opportunities to meet current and future workforce development needs
- 3b) Support unemployed adults in gaining suitable skills and achieving sustainable work
- 3c) Identify and seek to address existing transport barriers to learning and employment



Selby College Campus



Making Selby District a great place for **enterprise and business growth**
by attracting investment, supporting business and targeting priority sector growth

STRATEGIC PRIORITY I

Why is this a priority?

National policy is progressively supporting local authorities in a drive to boost productivity and achieve **local economic growth**. Selby District has many of the assets required to achieve this: excellent transport links, a highly skilled resident population, unique locations, and strengths in sectors with above average productivity. Priority I seeks to harness the strengths of the District and provide the necessary direction to enable and achieve sustainable local growth.

Although growth in some sectors such as transport and logistics has been predominantly market-led in recent years, there are clear and distinct strengths and real opportunities for the District's economy with regards to the energy, logistics and manufacturing sectors, which have further and additional potential for future growth.

Continued efforts to develop 'market ready', sector-focused employment sites and viable employment land will enable the District to meet the needs of potential inward investors in addition to those of its indigenous businesses seeking to expand and grow. There is also a need to implement specific, targeted responses to support self-employment and sole proprietors across the District.

A business consultation exercise undertaken in 2015²⁵ highlighted a number of mutual issues which the Council and its partners will need to address in order to meet the expectations of the District's indigenous businesses. These included concerns around recruitment and retention of high-level skilled workers; availability of a local labour supply; broadband connectivity; lack of public transport; housing development locations; perceived communication issues (especially with regard to the Council's planning function); and a need to adopt a more 'pro-active' approach to identifying and supporting the needs of local companies.

Objectives

- Seek to develop the necessary physical infrastructure to unlock economic growth;
- Attract new business investments to create employment opportunities in priority sectors;
- Engage with indigenous businesses to support growth and resilience.

Are there any risks?

- A failure to take account of the development of the District's priority sectors and associated infrastructure requirements will lead to further market-led growth that may become unsustainable;
- Failing to establish a positive client relationship management function could see existing indigenous businesses choosing to relocate outside of the District and the loss of potential inward investors to other areas.

²⁵ Annex E: Selby District Business Support Briefing Paper (November 2015)

How will we monitor performance?

Each of our Strategy's three priorities is supported by a series of Key Performance Indicators (KPIs), as shown by figures 9-11. These KPIs provide a baseline to measure the impact of this Strategy and will be compared against national and regional benchmarks. We will monitor these KPIs on a quarterly basis (or as data is updated).

Figure 9: Performance Scorecard of Key Performance Indicators for Strategic Priority 1²⁶

INDICATOR	SELBY	YNYER LEP	LCR LEP	ENGLAND	DATE
1 Total Gross Value Added (£)	£1,879m	£24,619m	£64,719m	£1,433,164m	2015
2 Gross Value Added per capita (£)	£21,858	£21,486	£21,383	£26,159	2015
3 VAT Registrations per 10,000 Population Aged 16+	486.9	499.2	677.2	529.1	2015
4 Enterprise Birth Rate (% of total active enterprises)	14.0%	11.0%	13.7%	14.7%	2015
5 Enterprise Death Rate (% of total active enterprises)	8.5%	8.3%	9.3%	9.5%	2015
6 Enterprise Two Year Survival Rates (% of all enterprise births two years previously)	78.7%	76.2%	75.3%	75.1%	2015
7 Number of SME Referrals	forthcoming	-	-	-	2017
8 Number of SMEs Supported	forthcoming	-	-	-	2017
9 SME Funding Acquired (£)	forthcoming	-	-	-	2017
10 Total Business Floorspace (m ²)	1,085,000	11,529,000	36,347,000	544,415,000	2012
11 Floorspace per capita (m ²)	13.0	10.2	12.3	10.3	2012
12 % of District with Access to Superfast Broadband	88%	-	-	-	2016
13 Workplace-based Employment (total number of jobs filled)	36,300	500,500	1,372,300	-	2015
14 Workplace-based Employment (total number of jobs created)	+2,300	+10,400	+33,700	-	2015
15 Job Creation Rate (% of jobs created against number of jobs filled)	6.3%	2.1%	2.5%	-	2015
16 Median Gross Weekly Pay for Full-Time Workers, £ (Residence-based)	£549.40	£504.70	£501.50	£544.70	2016
17 Median Gross Weekly Pay for Full-Time Workers, £ (Workplace-based)	£500.10	£481.30	£501.90	£544.20	2016
18 Amount of Business Rates retained (£)	£7,505,257	-	-	-	2017

²⁶ Sources: Indicators 1-2, ONS; Indicators 3-6, IDBR; Indicators 7-9, 18, SDC; Indicator 10, VOA; Indicator 11, VOA, ONS; Indicator 12, SFNY; Indicators 13-15 BRES (ONS); Indicators 16-17, ASHE





Making Selby District a great place to **live and work**
by developing vibrant communities with a quality housing, retail and leisure offer

STRATEGIC PRIORITY 2

Why is this a priority?

Selby District's picturesque rural landscape and range of housing offer means there is a strong demand for housing, as properties tend to be more affordable than some of its neighbouring authorities. Ensuring that the housing market meets the needs, preferences and aspirations of our residents will help to attract and retain workers and investors to the District.

Selby is identified by YNYER LEP as one of its 'Growth Towns'; there is, therefore, a need to develop a multi-dimensional investment plan to maximise its growth potential. Revitalising the town centre offer in Tadcaster and Sherburn-in-Elmet are also important aims for this strategy, alongside ensuring the availability of an affordable and sustainable housing offer across the District to meet local market conditions and business/employee need (e.g. Sherburn Enterprise Park).

The Selby Retail & Leisure and the (draft) Selby District Market Towns Studies proposed a series of recommendations including: identification of new leisure facilities and tourist attractions; and improvements to marketing and public realm. Addressing these factors will help to improve the performance and viability of the District's three main settlements of Selby, Tadcaster and Sherburn-in-Elmet, thus enabling the retention of higher levels of local spend from both residents and visitors alike.

The importance of Green Infrastructure (GI) is outlined in the Core Strategy for future developments such as Olympia Park, which notes the significance of improving the sustainability and resilience of the built and natural environment and how it can contribute to a wide range of economic, social and environmental outcomes.

Objectives

- Develop a long-term programme of market town regeneration and rural diversification to boost the visitor, leisure and night-time economy;
- Protect and promote Green Infrastructure and align housing requirements to economic ambitions to create sustainable communities;
- Understand the ongoing impacts of climate change and sustainable development to foster business resilience and assurance.

Are there any risks?

- A failure to implement a strategic, planned approach to housing location and allocation that complements the development of planned employment growth sites (e.g. Sherburn-in-Elmet) will ultimately lead to stunted economic growth and less resilient communities, compounding commuter and shopping/leisure outflow by residents;
- A continued passive approach to town-centre regeneration and development of their retail/night-time/visitor economies will result in additional 'leakage' of wealth and disposable spend out of the District to enhanced offerings in neighbouring areas.

How will we monitor performance?

Figure 10: Performance Scorecard of Key Performance Indicators for Strategic Priority 2²⁷

INDICATOR	SELBY	YNYER LEP	LCR LEP	ENGLAND	DATE
1 % Working Age Population (ages 16-64)	62.3%	60.8%	63.4%	63.3%	2015
2 % Population of Retirement Age (ages 65+)	19.4%	22.7%	17.0%	17.7%	2015
3 Travel Time to nearest Employment Centre by Car (min)	8.7	-	-	7.6	2014
4 Travel Time to nearest Town Centre by Car (min)	13.5	-	-	11.8	2014
5 Average House Price (£) ²⁸	£190,720	£208,805	£146,027	£234,278	Nov-2016
6 Housing Affordability (ratio of medium house price to medium gross annual resident-based earnings)	6.15	9.71	6.70	7.72	2016
7 Number of Additional Homes provided in the District (annual)	488	-	-	-	2016
8 Number of Affordable Homes provided in the District (annual)	125	-	-	-	2016
9 % Adults achieving at least 150 mins physical activity a week ²⁹	60.1%	58.9%	-	57.0%	2015
10 % Adults defined as overweight or obese ³⁰	68.6%	65.1%	-	49.7%	2015
11 Life Satisfaction score	7.72	7.50	7.69	7.52	2015
12 Carbon Dioxide Emissions (kt CO ₂)	894.1	8,967.1	17,041.5	324,053.9	2014
13 Carbon Dioxide Emissions per capita (t)	10.5	7.8	5.7	6.0	2014

²⁷ Sources: Indicators 1-2, 5, 6, ONS; Indicators 3-4, DFT; Indicator 7-8, SDC; Indicator 9-10, PHE; Indicator 11; APS; Indicators 12-13, DECC

²⁸ The figures provided here for YNYER LEP and LCR LEP have been calculated by using the geographies of North Yorkshire and West Yorkshire respectively

²⁹ The figure provided here for YNYER LEP has been calculated using the geography of North Yorkshire

³⁰ Ibid

Tour de Yorkshire, Selby





Making Selby District a great place to achieve your potential
by developing a skilled and responsive workforce

STRATEGIC PRIORITY 3

Why is this a priority?

The supply of well-educated and skilled labour is a key asset for any area, which, if fully utilised, can help to drive the area's productivity and business growth; analysis³¹ of the education and skills levels of residents within Selby District shows high levels of achievement on the whole. This has led to sizable levels of labour exchange with neighbouring areas on an inward (Wakefield, East Riding) and outward (Leeds, York) basis and has resulted in Selby District having the lowest labour market self-containment level in the Yorkshire & Humber region.

Although, to an extent, this is inevitable when considering a relatively small rural district surrounded by large urban neighbours, there is an opportunity to reverse this trend by creating higher-value jobs in the District, and aligning training provision to these current/future opportunities. Selby College will be a key partner and have a significant role to play in helping us to meet these training and skills requirements.

As previously noted, a business consultation exercise undertaken in 2015³² highlighted a number of mutual issues which the Council and its partners will need to address in order to meet the expectations of the District's indigenous businesses. These included concerns around difficulties in attracting high-level skilled workers, the availability of a suitable local labour supply, and lack of public transport (the latter two were especially prevalent in Sherburn-in-Elmet) impacting on staff retention.

Objectives

- Increase apprenticeship and vocational training opportunities to meet current and future workforce development needs;
- Support unemployed adults to gain suitable skills and achieve sustainable work;
- Identify and seek to address existing health and transport barriers to learning and employment.

Are there any risks?

- A failure to intervene and mitigate existing local transport problems could continue to impede residents' opportunities to access work and learning, particularly in rural areas;
- Unemployed or inactive adults, centred in pockets of deprivation across the District, may also become further isolated from the jobs market if they are unable to access apprenticeship and vocational training;
- Failure to develop a suite of higher-level (4&5) 'management' apprenticeships, aimed specifically at the District's SMEs with the potential for future growth, could result in the further loss of skilled labour to neighbouring areas.

³¹ Annex B – Selby District Economic Profile (November 2015)

³² Annex E: Selby District Business Support Briefing Paper (November 2015)

How will we monitor performance?

Figure 11: Performance Scorecard of Key Performance Indicators for Strategic Priority 3³³

	INDICATOR	SELBY	YNYER LEP	LCR LEP	ENGLAND	DATE
1	Economic Activity Rate (% of 16-64 working age population)	90.2%	82.7%	77.1%	78.1%	Sep-2016
2	Employment Rate (% of 16-64 working age population)	87.2%	80.1%	73.1%	74.1%	Sep-2016
3	Full-Time Employment Rate (% of 16-64 working age population)	71.5%	70.5%	73.0%	74.5%	Sep-2016
4	Unemployment Rate (% of 16-64 working age population)	3.3%	3.1%	5.3%	5.1%	Sep-2016
5	Claimant Count (% of 16-64 working age population)	1.2%	1.2%	1.9%	1.7%	Dec-2016
6	Main Out-of-Work Benefit Claimant Rate (% of 16-64 working age population) ³⁴	5.9%	6.1%	9.8%	8.4%	May-2016
7	Children Aged 0-18 in Out-of-Work Benefit Households (% of all 0-18 year olds)	9.1%	8.6%	15.7%	14.0%	2015
8	NVQ Level 4 or higher qualifications (% of 16-64 working age population)	34.8%	36.9%	30.6%	36.8%	Dec-2015
9	Trade Apprenticeships (% of 16-64 working age population)	5.5%	4.2%	4.2%	3.1%	Dec-2015
10	No Qualifications (% of 16-64 working age population)	8.2%	6.6%	9.8%	8.4%	Dec-2015
11	Deprivation (% of population living in the 0-20% most deprived areas in England)	4%	6.4%	27.4%	-	2015

³³ Sources: Indicators 1-4, 8-10, APS; Indicators 5-7, DWP; Indicator 11, DCLG

³⁴ Main out-of-work benefits includes the groups: job seekers, ESA and incapacity, lone parents and others on income related benefits



Student at Selby College

5.0 Partnership Working

- 5.1 Whilst the Council will champion the delivery of the economic ambitions outlined in this strategy, forging strong and collaborative relationships with key delivery partners will also be a critical component to its wider benefit and longer-term success, as there are a limited range of interventions that the Council can achieve directly by itself.
- 5.2 We recognise that there are a wide number of stakeholders, partners, businesses and individuals who also have important roles in supporting the local economy. Crucial to achieving the District's aspirations will be the support of these partners including our Local Enterprise Partnerships (LEPs), North Yorkshire County Council, Selby College, the private sector, the public sector, town and parish councils, the voluntary and community sector, and our neighbouring local authorities (see *appendix 3*³⁵ for further information on some of these organisations).
- 5.3 Only by working in partnership can we seek to develop holistic and sustainable solutions to create the conditions for economic growth, which will meet and deliver the challenging and ambitious targets set by our Strategy and its Action Plan³⁶, and deliver a thriving Selby District for 2022 and beyond.
- 5.4 Furthermore, the Council intends to establish the Selby District Economic Partnership – a mix of internal officers and key stakeholders (LEPs, NYCC, Selby College, private sector, voluntary and community sector) in order to facilitate partnership working, consider the pooling of resources (where required) and monitor delivery of the Action Plan.

6.0 Delivery, Resources and Monitoring

- 6.1 As previously noted, a range of related strategies and plans will have an influence on the delivery of our Economic Development Strategy; therefore, appropriate and relevant links need to be made to ensure ongoing consistency and successful delivery.
- 6.2 This Strategy is clearly aligned with the revised Strategic Economic Plans published in 2016 by the YNYER and LCR LEPs, which is crucial in terms of accessing future funding for economic development activities. This includes opportunities to access the current European Programme prior to the UK leaving the European Union, in addition to potential funding which may emerge from devolution proposals.
- 6.3 Delivery and resourcing of our Strategy will rely primarily on a long-term commitment from the Council to its vision and priorities, in addition to a pooling of resources with partners, to ensure delivery where relevant. This commitment will then provide a level of certainty to key partners and confidence to the private sector about the status of our Strategy, demonstrating strong leadership and governance of economic development delivery at the local level.

³⁵ Appendix 3 – Indicative Delivery Partners

³⁶ Annex A - Selby Economic Development Strategy Action Plan 2017-2022...and beyond

- 6.4 Appendix 4³⁷ provides an overview of some of the potential sources of funding which could assist with the delivery of our Strategy.
- 6.5 Our Strategy is supported by an Action Plan³⁸ with indicative timescales for its delivery; coordination of this will be led by officers within the Council and will be monitored through both our internal service planning processes and the Selby District Economic Partnership.
- 6.6 At the beginning of each financial year (in April) we also intend to publish an Annual Review to highlight the progress achieved in supporting our local economy against the objectives set out in the Action Plan; this review will also enable us to reflect and address the changing economic and political climate, emergent policy initiatives from Government, in addition to highlighting any new delivery resources.

7.0 Conclusion

- 7.1 This Strategy is based on an extensive evidence base which has informed its Strategic Framework, with a strong focus on supporting businesses, developing infrastructure and vibrant communities, and building human capital and skills in order to improve connectivity to markets and jobs for economic growth.
- 7.2 However, the District's local economy functions in a very complex manner, sharing many linkages with neighbouring authorities from the supply of labour to leisure and retail activities. Understanding how this economy functions will be critical to ensure that the activities identified in the Action Plan help to deliver a more diverse, sustainable economy that encourages growth, and better meets the needs of Selby District residents.
- 7.3 It is vital, therefore, that our Strategy also incorporates and reflects the needs and priorities of key partners. One of the most important roles for the Council in coordinating the delivery of this Strategy will be ensuring that these internal and external stakeholders recognise and share the same economic ambitions for the District as we do.
- 7.4 This places an even greater emphasis on the need for collaborative activities and the pooling of resources, where relevant, in order to promote a prioritised investment approach with clear outcomes and position the strategy in the best light to compete for any new funding sources as they arise through future Government policy initiatives. The government's aspiration to achieve financial autonomy for local government through, for example, full business rate retention, may also present opportunities for extra local income to be invested in services that support local economies and drive local economic growth.
- 7.5 Our Strategy complements the strategic priorities of both LEPs; the framework set out in this document will enable the District to be a more active participant within both LEPs and make a stronger case for funding. Selby is identified by YNYER LEP as one of its 'Growth Towns'; there is, therefore, a need to develop a multi-dimensional investment plan for Selby focused on spatial planning, housing and employment to maximise growth potential. Our Strategy recognises and supports both this and the notion that Olympia Park, Kellingley Colliery, and the enterprise parks at Sherburn can be drivers for growth.

³⁷ Appendix 4 – Potential Sources of Funding

³⁸ Annex A - Selby Economic Development Strategy Action Plan 2017-2022... and beyond

- 7.6 National policy is progressively supporting local authorities in a drive to boost productivity and achieve local economic growth. Selby District has a resilient economy with many of the assets required to achieve this: excellent transport links; a highly skilled resident population; unique locations; and strengths in sectors such as energy and the manufacture of food, drink and non-metallic mineral products, which demonstrate high levels of productivity and potential for innovation, competitiveness and increased trade.
- 7.7 With this document, we aim to place economic strategy at the core of the Council's corporate approach to policy-making and investment planning; its vision builds on those in the Core Strategy and the Council's Corporate Plan, and seeks to create a District which is thriving, prosperous and welcoming for our businesses, residents and visitors alike. Its adoption will provide a clear direction for promoting and sustaining economic growth in the future through the Local Enterprise Partnerships and the Northern Powerhouse ambitions.



Olympia Park, Selby

8.0 Glossary of Terms

APS	Annual Population Survey
ASHE	Annual Survey of Hours and Earnings
BRES	Business Register and Employment Survey
CAA	Civil Aviation Authority
DCLG	Department for Communities and Local Government
DECC	Department for Energy and Climate Change
DEFRA	Department for Environment and Rural Affairs
DFT	Department for Transport
DWP	Department for Work and Pensions
EAFRD	European Agricultural, Fisheries and Rural Development
ERDF	European Regional Development Fund
ESA	Employment and Support Allowance
ESIF	European Structural Investment Fund
ESF	European Social Fund
FEA	Functional Economic Area
FERA	Food & Environment Research Agency
GI	Green Infrastructure
Ha	Hectares
HCA	Homes and Communities Agency
IDBR	Inter Departmental Business Register
KPI	Key Performance Indicator
LCR	Leeds City Region
LEP	Local Enterprise Partnership
LGC	Legal & General Capital
LTP4	Local Transport Plan 4
MOD	Ministry of Defence
MVA	Megavolt Amperes
MW	Megawatt
NE	Natural England
NNDR	National Non Domestic Rates
NYCC	North Yorkshire County Council

8.0 Glossary of Terms

ONS	Office for National Statistics
PHE	Public Health England
RAF	Royal Air Force
REM	Regional Econometric Model
SDC	Selby District Council
SEP	Strategic Economic Plan
SFNY	Superfast North Yorkshire
SMEs	Small and Medium Sized Enterprises
STEP	Selby Town Enterprise Partnership
STOR	Short Term Operating Reserve
TfN	Transport for the North
VOA	Valuation Office Agency
YNYER	York, North Yorkshire and East Riding

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Selby District Council

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**Annex A:
Selby District
Economic Development Strategy
Action Plan 2017-2022...and
beyond**

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Strategic Framework

Our Selby District Economic Development Strategy 2017-2022...and beyond seeks to complement the overarching objectives set out in the Selby District Core Strategy and the Council's Corporate Plan.

Figure 1 (see *overleaf*) sets out the strategic framework for our Strategy and highlights the close interrelationship between each of its three priorities¹, which are focused on the ambition of '**Making Selby a great place...**':

- **for enterprise and business growth** - attract investment, support business and target priority sector growth
- **to live and work** - develop vibrant communities with a quality housing, retail and leisure offer
- **to achieve your potential** - develop a skilled and responsive workforce.

Forging strong and collaborative relationships with key delivery partners will be a critical component to the wider benefit and long-term success of our Strategy, as there are a limited range of interventions that the Council can make directly by itself; this has been recognised by the identification of indicative partner organisations².

Our Strategy's priorities are each underpinned by a number of distinct objectives, which have then been further developed into a series of actions. Prioritisation of these actions allows initial focus to be given to what we have deemed as being our immediate actions (those that are ongoing or dated 2017-18) which will set the direction for the success of our Strategy. Our focus will then turn to our medium-term actions (those dated 2018-20). Finally, our remaining actions will be realised as we come towards the end of the Strategy period in 2021-22 and begin to look ahead to its next iteration.

¹ Please note that the numbering of our Strategy's priorities does not denote the importance of one priority over another

² Appendix 3 – Indicative Key Delivery Partners

Figure 1: Strategic Framework

Making Selby District a great place...





Sherburn Enterprise Park

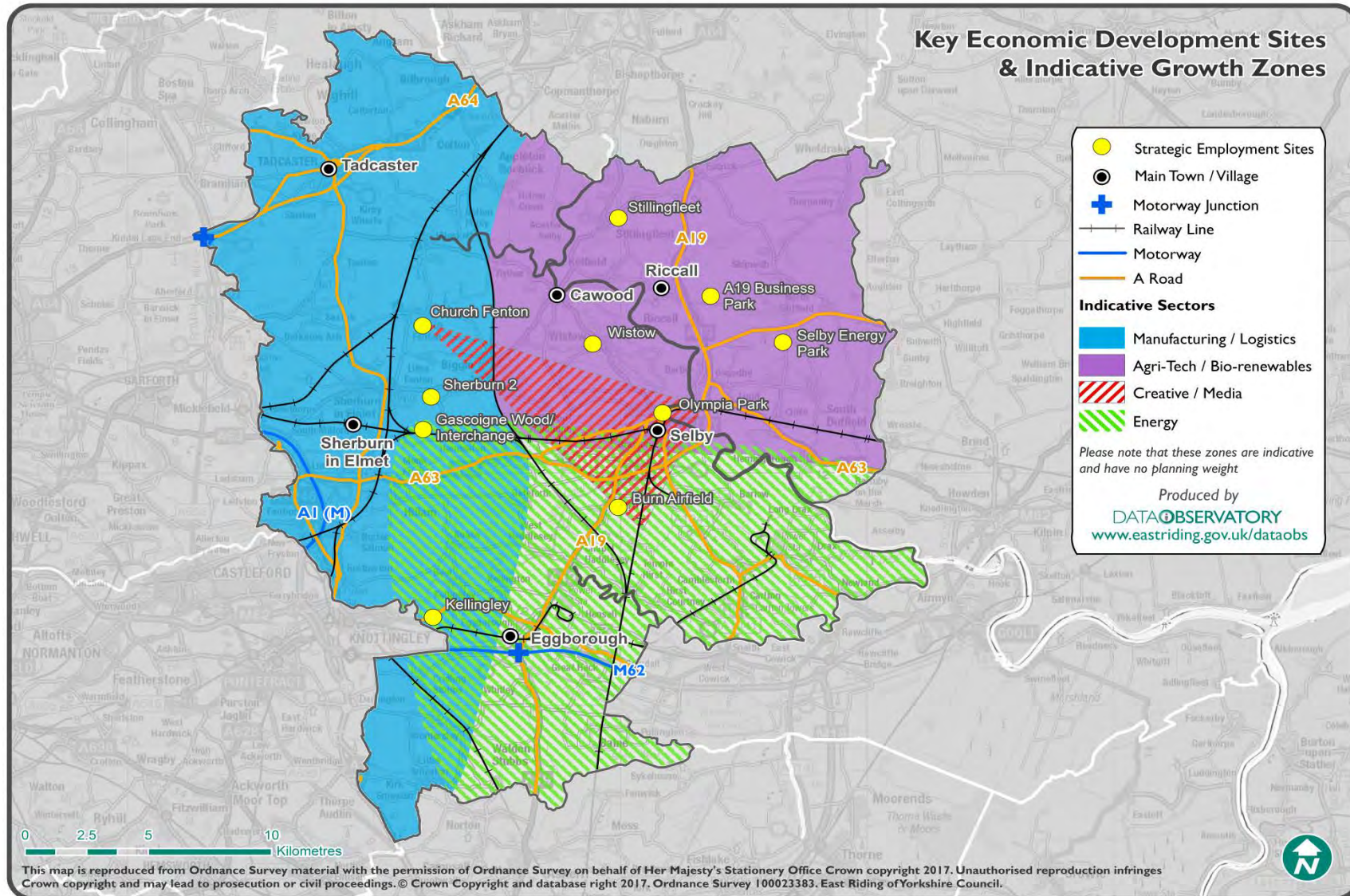
ACTION		KEY INDICATIVE PARTNERS	TIMESCALE
Objective 1a: Seek to develop the necessary physical infrastructure to unlock growth			
1	Complete a Feasibility Study to use the redevelopment of Kellingley Colliery to unlock a long-term supply of sustainable employment land around Junction 34 of the M62 (post-2027), working closely with key local landowners/developers.	<ul style="list-style-type: none"> • Selby District Council (SDC); • North Yorkshire County Council (NYCC); • Harworth; • Wakefield Council; • East Riding of Yorkshire Council (ERYC); • York, North Yorkshire & East Riding Local Enterprise Partnership (YNYER LEP); • Leeds City Region Local Enterprise Partnership (LCR LEP). 	2017-18
2	Assess implementation options for Olympia Park and agree a preferred development approach with key partners that will bring this regionally significant housing and employment site to the market.	<ul style="list-style-type: none"> • SDC; • NYCC; • YNYER LEP; • LCR LEP; • Homes & Communities Agency (HCA), 	2017-18
3	Develop a Masterplan for Sherburn-in-Elmet which alleviates capacity and labour market challenges through road and rail enhancements, and maximise connections between Sherburn Enterprise Park, Sherburn 2 and Gascoigne Wood.	<ul style="list-style-type: none"> • SDC; • NYCC; • Harworth; • Glentroot Asset Management; • Sherburn Industrial Estate; • YNYER LEP; • LCR LEP. 	2018-20
4	Undertake a Feasibility Study to explore the availability of, and market demand for, employment sites in Tadcaster, taking into account existing employment land already allocated at Sherburn.	<ul style="list-style-type: none"> • SDC; • NYCC; • YNYER LEP; • LCR LEP. 	2018-20
5	Undertake a Feasibility Study to explore the availability of, and market demand for, employment sites around Drax, taking into account neighbouring infrastructure	<ul style="list-style-type: none"> • SDC; • NYCC; 	2021-22

ACTION		KEY INDICATIVE PARTNERS	TIMESCALE
	investments and developments around J36.	<ul style="list-style-type: none"> • ERYC; • YNYER LEP; • LCR LEP. 	
6	Complete a District-wide infrastructure study to create a pipeline of future business cases to unlock new employment development opportunities.	<ul style="list-style-type: none"> • SDC; • NYCC. 	2018-20
7	Conduct a review of office accommodation, industrial estates and business parks across Selby District to assess current availability, 'churn' and future demand.	<ul style="list-style-type: none"> • SDC. 	2017-18
8	Re-establish the Council's 'Sites and Premises Register' to facilitate an up-to-date record of office and industrial unit availability across Selby District.	<ul style="list-style-type: none"> • SDC. 	2017-18
9	Work through the 'Superfast North Yorkshire' project to ensure that key employment sites and businesses in Selby District have access to superfast broadband provision.	<ul style="list-style-type: none"> • SDC. • NYNET; • NYCC. 	Ongoing
10	Work proactively with mobile network operators, Government and Ofcom to deliver the latest generation of connectivity across Selby District, providing solutions to coverage issues in our rural areas.	<ul style="list-style-type: none"> • SDC; • NYCC. 	Ongoing
Objective 1b: Attract new business investment to create employment opportunities in priority sectors			
11	Develop an Economic Growth Zone Strategy/Strategies (see figure 2 on p.9) to coordinate the development of priority sectors in specific geographies across the District, creating 'economic clusters' and localised supply chains (e.g. M62 pan-Yorkshire energy corridor, A19 agri-tech/bioscience production corridor, Western Advanced Manufacturing Centre of Excellence, Creative Media Cluster).	<ul style="list-style-type: none"> • SDC; • NYCC; • YNYER LEP; • LCR LEP; • Department of Investment & Trade (DIT). 	2018-20
12	Produce a brochure that illustrates the District's significant advantages for logistics, advanced manufacturing and energy/renewables investment and sets out a number of agreed business incentives.	<ul style="list-style-type: none"> • SDC. 	2017-18
13	Support Screen Yorkshire's exciting plans to grow their creative & media operations at Church Fenton Airfield, pursuing opportunities to expand floor space requirements as they arise across Selby District.	<ul style="list-style-type: none"> • SDC; • Screen Yorkshire; • YNYER LEP; • LCR LEP. 	2017-18
14	Identify how changing Local Government funding (business rates retention and New Homes Bonus) might be innovatively used to support ongoing investment plans.	<ul style="list-style-type: none"> • SDC; • NYCC. 	2018-20
15	Build a business case to support the inclusion of key sites across the District in pre-	<ul style="list-style-type: none"> • SDC; 	Ongoing

ACTION		KEY INDICATIVE PARTNERS	TIMESCALE
	existing Enterprise Zones and/or any future Enterprise Zone applications.	<ul style="list-style-type: none"> • YNYER LEP; • LCR LEP. 	
16	Create an approach to engage with YNYER and LCR LEP networks/officers efficiently and proactively, taking account of differing priorities, objectives and capacities.	<ul style="list-style-type: none"> • SDC; • YNYER LEP; • LCR LEP. 	Ongoing
17	Establish a closer alignment between the Council's economic development and planning functions to ensure a coordinated offer to businesses and developers.	<ul style="list-style-type: none"> • SDC. 	Ongoing
18	Lobby Government for improved local road and rail infrastructure to improve connections between cities and improve productivity, in line with regional ambitions.	<ul style="list-style-type: none"> • SDC. • NYCC. • YNYER LEP; • LCR LEP. 	Ongoing
19	Develop masterplans to address capacity issues (including car parking) at Selby, South Milford, Sherburn-in-Elmet and Ulleskelf rail stations in line with projected housing and employment growth.	<ul style="list-style-type: none"> • SDC; • NYCC; • Transport for the North (TfN); • TransPennine Express (TPE); • Northern Rail; • Network Rail. 	2018-20
Objective 1c: Engage with indigenous businesses to support business growth and resilience			
20	Establish a 'Key Account Management' (KAM) approach to build effective and trusting relationships between SDC and the District's large employers/prominent businesses.	<ul style="list-style-type: none"> • SDC; • NYCC; • YNYER LEP; • LCR LEP; • DIT. 	2017-18
21	Set up a specific section on the Council website that will provide a 'one stop shop' for businesses in the District, providing signposting to relevant advice, funding and events.	<ul style="list-style-type: none"> • SDC; • NYCC; • Selby Enterprise Café; • Business Networking Group. 	2017-18
22	Investigate the need for small business start-up, incubation and growth space in town centres and rural locations and define a series of actions to meet this.	<ul style="list-style-type: none"> • SDC; • YNYER LEP; • LCR LEP; • Business Support York & North 	2018-20

ACTION		KEY INDICATIVE PARTNERS	TIMESCALE
		Yorkshire.	
23	Bring large local employers, SME networks and public sector partners together to establish the Selby District Enterprise Partnership and agree local priorities, discuss Government policies and showcase emerging growth opportunities within the District.	<ul style="list-style-type: none"> • SDC; • NYCC; • Selby College; • YNYER LEP; • LCR LEP; 	2017-18
24	Embed a commitment to supporting local businesses in SDC procurement procedures, providing a beneficial local multiplier effect.	<ul style="list-style-type: none"> • SDC. 	2018-20

Figure 2: Indicative Growth Zones



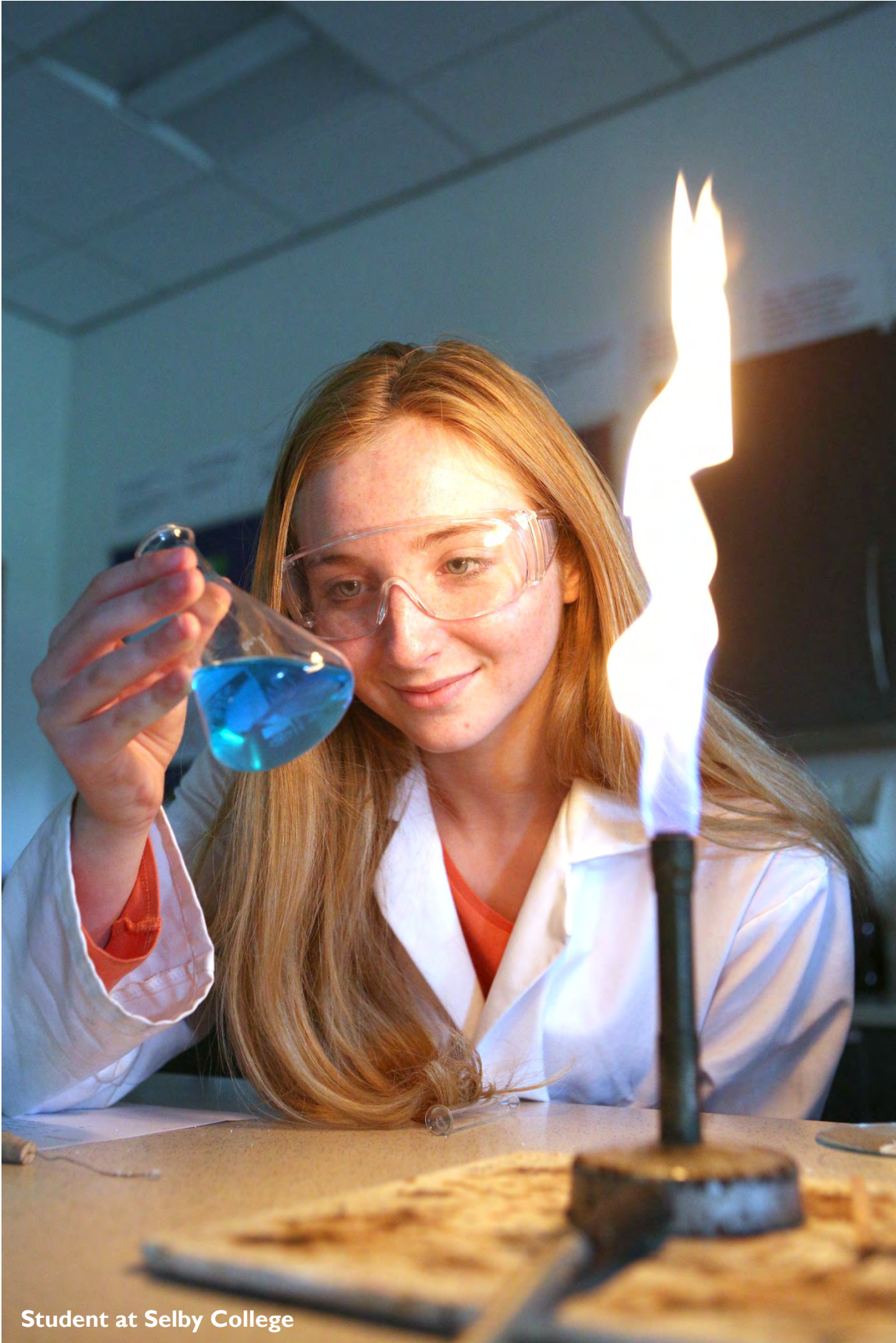
Tour de Yorkshire, Selby



ACTION	KEY INDICATIVE PARTNERS	TIMESCALE	
Objective 2a: Develop a long-term programme of market town regeneration and rural diversification to boost the visitor, leisure and night-time economy			
25	Complete Town Masterplans for Selby, Tadcaster and Sherburn-in-Elmet which celebrate their unique identity, create an agreed vision for each place and provide a framework for future development.	<ul style="list-style-type: none"> • SDC; • NYCC; • Town Councils; • Selby Town Enterprise Partnership (STEP); • Community Engagement Forums (CEFs). 	2018-20
26	Establish, and or/strengthen existing, town regeneration partnerships in Selby, Tadcaster and Sherburn-in-Elmet, providing a focus for wider stakeholder engagement and developing projects.	<ul style="list-style-type: none"> • SDC; • Town Councils; • Selby Town Enterprise Partnership (STEP); • Tadcaster & Rural CIC. 	2017-18
27	Support the implementation of the Selby Local Food & Drink Plan (SLFDP) through the promotion of town centre markets and food festivals that will provide opportunities to sell local produce and publicise the agricultural sector.	<ul style="list-style-type: none"> • SDC; • SLFDP Partnership; • Tadcaster & Rural CIC; • STEP; • Town Councils. 	2018-20
28	Define how we can support the development of diverse and vibrant high streets in Selby, Tadcaster and Sherburn through mechanisms (e.g. NNDR reliefs, rates holidays) to attract high-quality retail, leisure, service and accommodation offers.	<ul style="list-style-type: none"> • SDC; • YNYER LEP; • LCR LEP. 	2018-20
29	Establish a High Street Fund (providing direct grants to retail businesses) that will support improvements to shop fronts, signage, lighting and community facilities.	<ul style="list-style-type: none"> • SDC; • NYCC; • Town Councils. 	2018-20
30	Develop a Visitor Economy Strategy that builds upon key tourism assets in Selby, Tadcaster, Sherburn-in-Elmet and our rural villages to more effectively market the District's tourism offer and provide diversification opportunities for local businesses.	<ul style="list-style-type: none"> • SDC; • Town & Parish Councils; • Welcome to Yorkshire; • Sustrans; • STEP; • CEFS. 	2017-18
31	Develop a responsive Car Parking Strategy that caters for the differing requirements of	<ul style="list-style-type: none"> • SDC; 	Ongoing

ACTION		KEY INDICATIVE PARTNERS	TIMESCALE
	users, creates effective town centre gateways, encourages footfall and supports local retail economies.	<ul style="list-style-type: none"> • NYCC. 	
32	Identify the relevant drivers for a vibrant night-time economy and enable the creation of an enhanced local offer in our three market towns including bars, restaurants and a cinema.	<ul style="list-style-type: none"> • SDC; • NYCC; • Welcome to Yorkshire; • North Yorkshire Police (NYP); • Town Councils. 	2018-20
33	Identify the initiatives and wider economic development approaches needed to enable the creation of an enhanced business tourism offer in the District that addresses the needs of our indigenous businesses and investors.	<ul style="list-style-type: none"> • SDC; • NYCC; • Welcome to Yorkshire; • Town & Parish Councils. 	2018-20
34	Develop an Arts and Culture Strategy that capitalises on our rich heritage, rural location and attractive market towns to provide new high value job opportunities and a vibrant series of local events.	<ul style="list-style-type: none"> • SDC; • Town & Parish Councils; • Welcome to Yorkshire. 	Ongoing
Objective 2b: Protect and promote Green Infrastructure and align housing requirements to economic ambitions to create sustainable communities			
35	Complete a Green Infrastructure (GI) Study that sets minimum standards for GI provision and develops a policy position to recognise its wider economic, health and social benefits.	<ul style="list-style-type: none"> • SDC; • NYCC; • Yorkshire Wildlife Trust (YWT); • North Yorkshire & York Local Nature Partnership (NYY LNP); • YNYER LEP; • LCR LEP. 	2018-20
36	Identify suitable sources of funding to improve the profile and accessibility of the District's rural landscape through enhanced signage, marketing and heritage interpretation provision.	<ul style="list-style-type: none"> • SDC; • YWT; • NYY LNP • YNYER LEP; • LCR LEP; • Sustrans. 	Ongoing
37	Commission a review and Action Plan to 'step up' housing delivery across Selby District, unlocking stalled sites and paying close heed to local market conditions and	<ul style="list-style-type: none"> • SDC; • NYCC; 	2017-18

ACTION		KEY INDICATIVE PARTNERS	TIMESCALE
	business/employee need (e.g. Sherburn Enterprise Park).	<ul style="list-style-type: none"> • YNYER LEP; • LCR LEP; • HCA. 	
38	Work proactively with developers to ensure that any housing and/or employment land developments agree to provide strategic local amenity, labour, housing, and sustainable transport options.	<ul style="list-style-type: none"> • SDC; • NYCC; • HCA; • Town & Parish Councils. 	Ongoing
Objective 2c: Understand the ongoing impacts of climate change and sustainable development to foster business resilience and assurance			
39	Write a 'Renewable Energy Policy' to define Selby District's national importance for renewable energy and identify a series of actions to utilise Council assets for energy production and lobby more effectively for national government recognition.	<ul style="list-style-type: none"> • SDC; • NYCC; • YNYER LEP; • LCR LEP; • APSE Energy; • Drax Power; • Eggborough Power. 	2018-20
40	Identify and promote public and private sector low-carbon projects, initiatives and funding schemes to support the District's transition to a low-carbon economy.	<ul style="list-style-type: none"> • SDC; • NYCC; • APSE Energy; • YNYER LEP; • LCR LEP. 	2018-20
41	Enable and support implementation of the Selby District 'Local Food and Drink Plan' (SLFDP), utilising it as a catalyst for a more entrepreneurial and sustainable local agricultural sector.	<ul style="list-style-type: none"> • SDC; • SLFDP Partnership; • Town & Parish Councils; • YNYER LEP. 	2018-20



Student at Selby College

ACTION	INDICATIVE KEY PARTNERS	TIMESCALE	
Objective 3a: Increase apprenticeship and vocational training opportunities to meet current and future workforce development needs			
42	Work with inward investors and local businesses to produce a skills needs assessment to benchmark current/future skills needs across this Strategy’s priority sectors, and develop appropriate training interventions to maximise strengths and address gaps.	<ul style="list-style-type: none"> • SDC; • Selby College; • Schools with 16+ provision; • Jobcentre Plus; • DIT; • YNYER LEP; • LCR LEP. 	2018-20
43	Catalogue and critically review the quantity and quality of apprenticeships offered by training providers across the District and work with providers to expand and improve local provision (if required).	<ul style="list-style-type: none"> • SDC; • Selby College; • Schools with 16+ provision; • Apprenticeship Hub Service; • YNYER LEP; • LCR LEP. 	2018-20
44	Work with training providers to develop a suite of higher-level (4&5) ‘management’ apprenticeships, aimed specifically at businesses across the District with the potential for future growth.	<ul style="list-style-type: none"> • SDC; • Selby College; • Apprenticeship Hub Service. 	2018-20
45	Create a Youth Enterprise Scheme to support, promote and reward entrepreneurialism and provide work experience opportunities with the Council and local businesses, prioritising young adults from the District’s disadvantaged areas.	<ul style="list-style-type: none"> • SDC; • Selby College; • Schools with 16+ provision; • Jobcentre Plus. 	2018-20
46	Work with the District’s employers and local training providers to establish a Skills Fair, or build upon existing provision, promoting apprenticeships and vocational training opportunities and/or support and build upon existing provision.	<ul style="list-style-type: none"> • SDC; • Selby College; • Schools with 16+ provision; • Apprenticeship Hub Service; • Selby & Ainsty MP; • YNYER LEP; • LCR LEP. 	2018-20
47	Proactively market apprenticeship and vocational training opportunities/vacancies, along with their potential benefits, to the District’s business community through web-hosted guidance and a series of training/marketing events.	<ul style="list-style-type: none"> • SDC; • Selby College; 	2018-20

ACTION		INDICATIVE KEY PARTNERS	TIMESCALE
		<ul style="list-style-type: none"> • Jobcentre Plus; • YNYER LEP; • LCR LEP. 	
48	Use Section 106 agreements to increase employment and training opportunities for residents in the District on key development schemes, delivering additional local benefit(s).	<ul style="list-style-type: none"> • SDC; • Selby College; • Schools with 16+ provision; • YNYER LEP; • LCR LEP. 	Ongoing
49	Investigate the demand for establishing an engineering / advanced manufacturing 'centre of excellence' on the A64 / A162 corridor, providing training in practical and academic skills through apprenticeships and higher education.	<ul style="list-style-type: none"> • SDC; • Selby College; • Schools with 16+ provision; • Neighbouring universities; • YNYER LEP; • LCR LEP. 	2021/22
Objective 3b: Support unemployed adults to gain suitable skills and achieve sustainable work			
50	Develop a promotional campaign to encourage local businesses to provide work experience/volunteering placements aimed at assisting unemployed and inactive adults to achieve sustainable work.	<ul style="list-style-type: none"> • SDC; • Selby College; • Jobcentre Plus; • YNYER LEP; • LCR LEP. 	2018-20
51	Work with Selby College and other local training providers to devise a bespoke training programme aimed at unemployed and inactive adults to improve basic employability and develop priority sector-specific skills.	<ul style="list-style-type: none"> • SDC; • Selby College; • Schools with 16+ provision; • Jobcentre Plus; • YNYER LEP; • LCR LEP. 	2018-20
52	Build a mutually productive relationship with Jobcentre Plus to understand how its key employment programmes and flexible support funding can be utilised to support unemployed/inactive adults in the District.	<ul style="list-style-type: none"> • SDC; • Jobcentre Plus. 	2017-18
Objective 3c: Identify and seek to address existing health and transport barriers to learning and employment			
53	In conjunction with Jobcentre Plus and the NYCC public health team, seek to identify the main health barriers preventing local residents from accessing learning and	<ul style="list-style-type: none"> • SDC; • NYCC; 	2018-20

ACTION		INDICATIVE KEY PARTNERS	TIMESCALE
	employment opportunities and develop an action plan to remediate them.	<ul style="list-style-type: none"> • Jobcentre Plus; • Selby College. 	
54	Work with post-16 education providers to monitor local residents undertaking education & training and record 'onward destinations', enabling an improved understanding of travel to learn patterns and skills retention within the District.	<ul style="list-style-type: none"> • SDC; • Selby College; • Schools with 16+ provision. 	2017-18
55	Establish a 'Wheels to Work' scheme to provide accessible transport options to young people/adults wishing to access employment and/or learning opportunities, and explore the potential of other community and employer transport schemes.	<ul style="list-style-type: none"> • SDC; • NYCC; • Jobcentre Plus. • NYP. 	2018-20
56	Facilitate the creation of a working group of local employers, landowners and public sector partners at Sherburn Enterprise Park to discuss ongoing labour market challenges, and jointly liaise with bus/rail operators to commission solutions.	<ul style="list-style-type: none"> • SDC; • NYCC; • Harworth; • Glentrool Asset Management; • Sherburn Industrial Estate. 	2017-18
57	Undertake a feasibility study to understand how key employment sites in Selby District can be sustainably connected to growth residential areas via the enhancement of current, and development of new, walking, cycling, and public transport routes.	<ul style="list-style-type: none"> • SDC; • NYCC; • Sustrans; • Harworth; • Glentrool Asset Management; • Sherburn Industrial Estate; • TfN; • TPE; • Northern Rail; • Network Rail; • Arriva UK Bus; • YNYER LEP; • LCR LEP. 	2018-20
58	Work with West Yorkshire Combined Authority (WYCA) to explore the feasibility of extending their 'metro system' into Selby District, integrating our public transport network with that of Leeds City Region to facilitate travel across the sub-region.	<ul style="list-style-type: none"> • SDC; • WYCA; • NYCC; • LCR LEP. 	2021/22

Glossary of Terms

CEFs	Community Engagement Forums
DIT	Department of Investment & Trade
ERYC	East Riding of Yorkshire Council
GI	Green Infrastructure
HCA	Homes & Communities Agency
LCR LEP	Leeds City Region Local Enterprise Partnership
NNDR	National Non Domestic Rates
NYCC	North Yorkshire County Council
NYP	North Yorkshire Police
NYNLP	North Yorkshire & York Local Nature Partnership
SDC	Selby District Council
SLFDP	Selby Local Food & Drink Plan
SMEs	Small and Medium Sized Enterprises
STEP	Selby Town Enterprise Partnership
TfN	Transport for the North
TPE	Transpennine Express
WYCA	West Yorkshire Combined Authority
YNYER	York, North Yorkshire and East Riding Local Enterprise Partnership
YWT	Yorkshire Wildlife Trust

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Selby District Council

REPORT

Reference: E/17/14

Item 9 - Public



To: The Executive
Date: 3rd August 2017
Status: Key Decision
Report Published: 26 July 2017
Author: Chris Kwasniewski, Housing Development Consultant
Executive Member: Councillor Richard Musgrave, Lead Executive Member for Housing, Leisure, Health and Culture
Lead Officer: Dave Caulfield, Director of Economic Regeneration and Place*

Title: Proposed development of 13 family homes at Byram Park Road by Selby District Council

Summary:

This report seeks approval of the following recommendations:-

Recommendations:

- i. That the detailed Business Case and Financial Appraisal for the proposed Byram Park Road scheme is approved
- ii. That the Director of Corporate Services and Commissioning in consultation with the Chief Financial Officer be authorised to award the contract for the development to the Strategic Team Group based on a total scheme cost of £1,612,000

Reasons for recommendation

The Executive is asked to agree the recommendations to facilitate the construction of 13 family homes on the site shown on the plan attached in Appendix 1 of this report at Byram Park Road, Byram.

1. Introduction and background

- 1.1 At its meeting in on the 25th August 2016, the Executive considered an Outline Business Case for the development of the site at Byram Park Road (shown on the plan in Appendix 1 of this report) and resolved to proceed with an HRA scheme based on the following mix of properties:
- 3 x 3 bed /5 person houses
 - 12 x 2 bed 4 person houses
- 1.2 Whilst the Executive was supportive of the development, concerns were expressed as to the estimated cost of the scheme and Members requested officers to focus on achieving value for money as part of the tender process.

2. The Report

- 2.1 The priority for this site is to improve the gateway to Byram and regenerate that part of the village – not only the physical appearance but also its sense of community and integration into the wider settlement. Previously, the main issues with this site have been anti-social behaviour (ASB) connected with the original flats and the poor condition of the remaining garages on the site.
- 2.2 The site has now been completely cleared and this action has received positive feedback from local residents during consultation events.
- 2.3 The preferred mix of properties reported to Members in August last year has been reviewed in light of detailed design work and pre-application discussions
- 2.4 The revised proposal (shown on the layout plan in Appendix 2 of the report) is to develop 13 family houses on the site based on the following mix of properties
- 9 x 2 bed 4 person houses identified in blue on the attached layout plan
 - 3 x 3 bed 5 person homes identified in pink on the attached layout plan
 - 1 x 4 bed 6 person family house identified in orange on the attached plan
- 2.5 There has been a reduction from the 15 homes identified at the Outline Business Case. The main reason for this change has been the proximity of the adjacent mature woodland to the north-eastern boundary of the site. This has had an impact on space in terms of root protection and overhanging canopies, as has the requirement of the highway authority to provide adequate turning facilities on the access road.
- 2.6 The indicative scheme was presented to a meeting of the Byram-cum-Sutton Parish Council on the 27th April. The proposals were well received and Parish Councillors were particularly supportive of the proposed mix of properties and the clearance of the site which in their view had already made a positive impact on one of the key approaches to the village. Subsequently, a specific community consultation event was held at the Anne Sharpe Centre in Byram on the afternoon/early evening of the 17th May that was attended by 12 people

- 2.7 Overall positive views were expressed about:
- The fact that the site had been cleared so quickly and was looking neat and tidy;
 - The timescale that we are working to regarding the submission of a planning application and start on site (aiming for a start on site late October/early November subject to Planning);
 - The proposed provision of family homes;
 - The proposed closure of the footpath from Wood Lea into the former garage site.
- 2.8 Following the Executive decision in August 2016, various options were considered to procure a contractor to develop the site based on benchmarking other schemes procured by public authorities in the region
- 2.9 Value for money appraisals identified that the most cost effective route was to engage Efficiency North as a single point of contact to manage the scheme on a design and build basis. Selby District Council is a member of Efficiency North and chose their 'Re.allies' New Build Framework' to procure a contractor to develop the Byram Park Road scheme
- 2.10 Efficiency North worked closely with Council officers to select the preferred contractor. An initial notional pricing exercise for the types of property proposed for Byram Park Road was carried out with the 16 contractors on the Framework, backed by a qualitative assessment that included factors such as recent performance, geographical location, local employment practices and the contractor's experience of developing these types of proposals etc.
- 2.11 Having carried out this assessment the Strategic Team Group (STG), based at Glasshoughton, was identified as the preferred contractor for the scheme in March 2017, subject to Executive approval.
- 2.12 The current estimate for the proposed scheme is £1.612 million, which includes a contingency sum. This figure represents a considerable cost saving from the £2,157,475 budget requirement and build costs of £1,756/m² reported at the Outline Business Case stage for the scheme, despite the reduction in the number of properties.
- 2.13 The proposed scheme reflects issues that have been highlighted in pre-application discussions with Planning and meets the Council's Housing and Operational requirements in terms of the long-term maintenance of the scheme. Further changes to the scheme may be required as part of the planning process, but officers are confident that any changes can be accommodated within the contingency allowance.
- 2.14 The spreadsheet attached in Appendix 5 identifies research that has been carried out regarding rental values that are currently being advertised for properties within a 5 mile radius of Knottingley and how these compare with social rents that are being charged for Council properties in Byram. Based on

this information it is the intention to charge the following monthly rents for the new Byram Park scheme:

2 bed houses: £488 per month;
3 bed house: £505 per month;
4 bed house: £615 per month.

3. Legal/Financial Controls and other Policy matters

Legal Issues

- 3.1 The site is owned by Selby District Council and Title checks have not revealed any issues that would prevent the development of the site. The footpath from Woodlea into the site is not a legal right of way and can be closed

Financial Issues

- 3.2 Appendices 3 and 4 show a summary financial appraisal summary for the proposed scheme.
- 3.3 The Appendix 3 model incorporates an anticipated grant subsidy of £460,000 from the HCA's Shared Ownership and Affordable Housing Programme. Although this grant subsidy cannot be guaranteed as it will be subject to a competitive bidding process, if the bid was successful it would mean that the Byram Park Road scheme would 'break even' year 23. As such, based on the above scenario the scheme would require no subsidy from s106 commuted sums, and it is recommended that it is funded from HRA borrowing, net of any HCA grant
- 3.4 The model in Appendix 4 of the report assumes no grant subsidy from the HCA. On this basis the scheme would require a subsidy of £133,000 from s106 commuted sums (£10, 230 per unit) to achieve a 30 year pay back.
- 3.5 The financial models factor in capital replacement costs for kitchens, bathrooms, boilers/radiators and windows
- 3.6 Based on the above it is the intention to submit a bid for grant funding to the HCA from the 2016-21 Shared Ownership and Affordable Homes Programme.

Impact Assessment

- 3.3 The overall impact of the scheme is summarised as follows:
- The construction of 13 new Council houses to meet housing need in the area
 - Positive impact on community as a perceived eyesore is redeveloped into new housing which is needed within the local community;
 - Neutral/positive impact on the environment as the site is already brownfield, and redevelopment will prevent fly-tipping from continuing;

- Positive impact on equality and diversity as the new housing will help to meet local need;
- Short term positive economic impact due to employment and skills requirements placed on the developer.

Contact Officer:

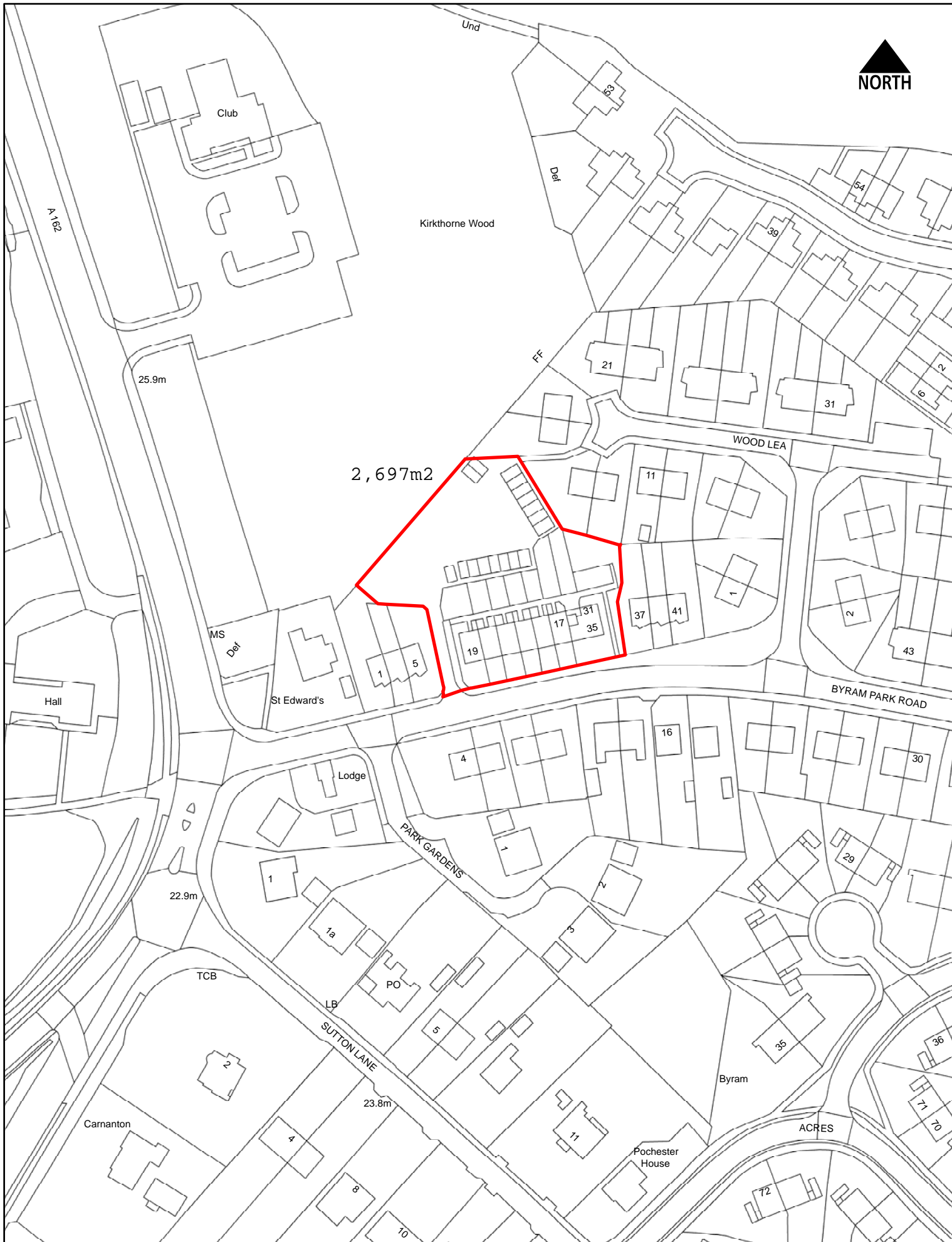
James Cokeham
Head of Strategic Planning, Policy and Economic Development
Selby District Council
jcokeham@Selby.gov.uk

Appendices:

- Appendix 1 Location Plan
- Appendix 2 Byram Park Road proposed scheme layout and indicative sketch scheme
- Appendix 3 Financial model with the HCA funding
- Appendix 4 Financial model without the HCA funding
- Appendix 5 Sample rental values in the Byram area



Indicative - For Discussion Purposes Only
July 2017



Byram Park Road, Byram - Option B

1:1,250



PRELIMINARY
DRAWING



BASE MAPPING: Reproduction of any Ordnance Survey Material is with the permission of the Controller HMSO Crown Copyright License No. 100022432. This drawing may contain information and/or mapping from a number of sources and its accuracy should be verified on site.

SCHEDULE OF ACCOMMODATION

- 1 No. 4B/6P Unit
200% Parking
- 3No. 3B/5P Units
200% Parking
- 9 No. 2B/4P Units
150% Parking
- 13 No. Total Units
- 2 No. Visitor Parking Spaces

HOUSE TYPES KEY

- 2B/4P Unit - House Type A
- 2B/4P Unit (Side Entry) - House Type B
- 3B/5P Unit - House Type C
- 4B/6P Unit - House Type D

REV: C | DATE: 25/05/2017 | DRAWN: CJ | CHECKED: MH
Amendments to Entry Road for shared surface principles and addition of further parking spaces within the shared surface area.

REV: B | DATE: 21/04/2017 | DRAWN: CJ | CHECKED: MH
Alterations to House Type D to create unique corner unit.

REV: A | DATE: 13/04/2017 | DRAWN: CJ | CHECKED: MH
Amendments to Block Types & House arrangements. Visitor Spaces and entrance ramp added. Minor changes to landscaping and fence boundaries.

REVISIONS

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PROPOSED
DEVELOPMENT

BYRAM PARK ROAD, SELBY

PROPOSED
SITE LAYOUT

Drawn: CJ Scale: 1:200 @ A2
Date: 10/04/2017 Checked: MH

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Telephone: 0113 2754000
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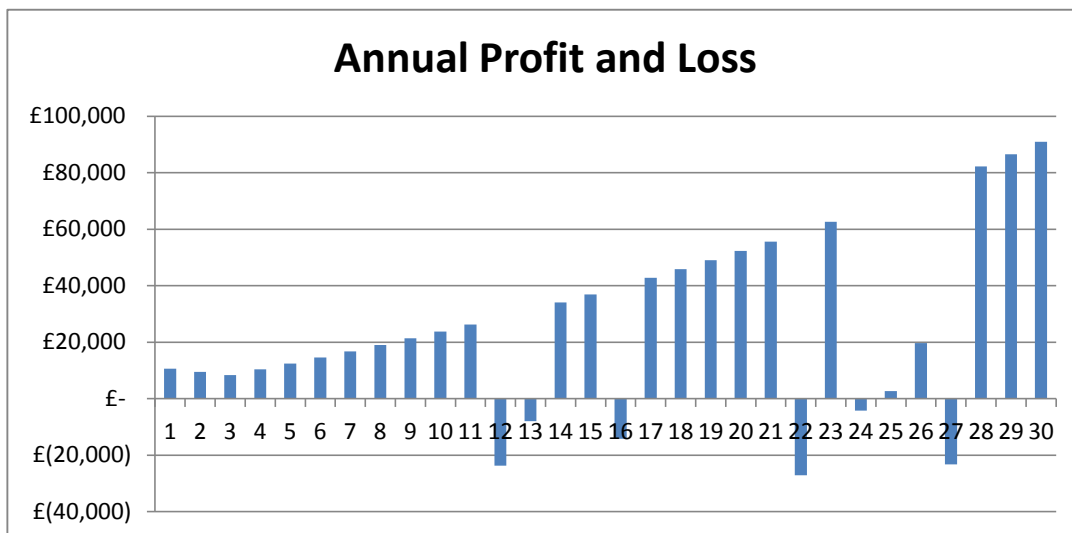
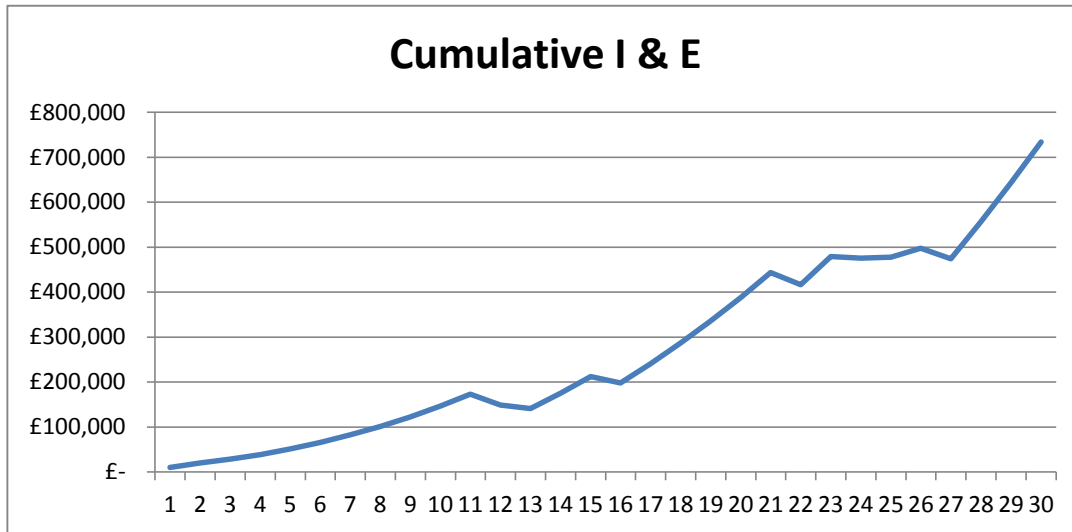
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**Performance Criteria/Output -
With HCA Subsidy**

BPR Flats site/Woodlea HRA 13 units 1 x 4 beds 3 x 3 beds + 9 x 2 beds

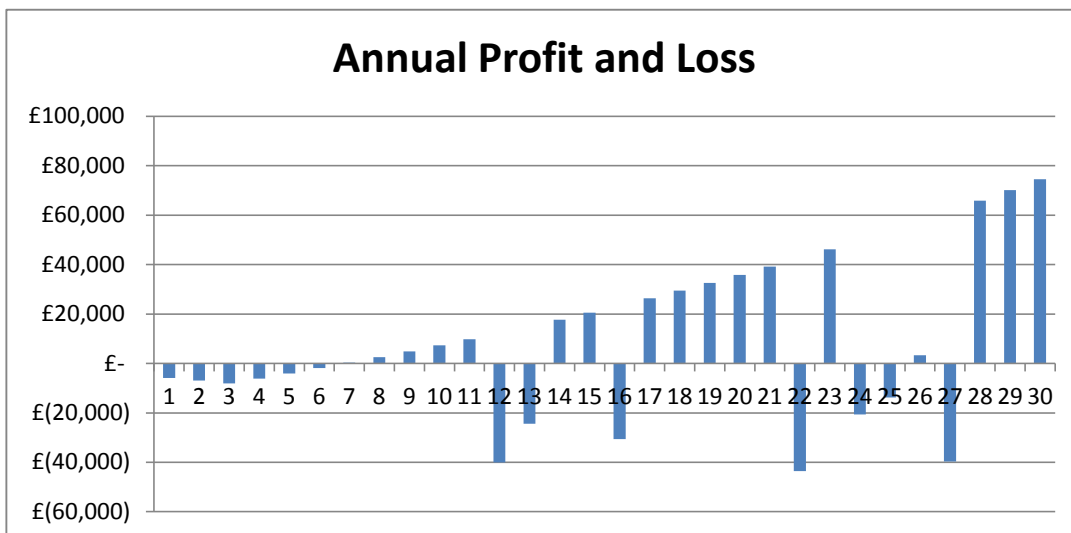
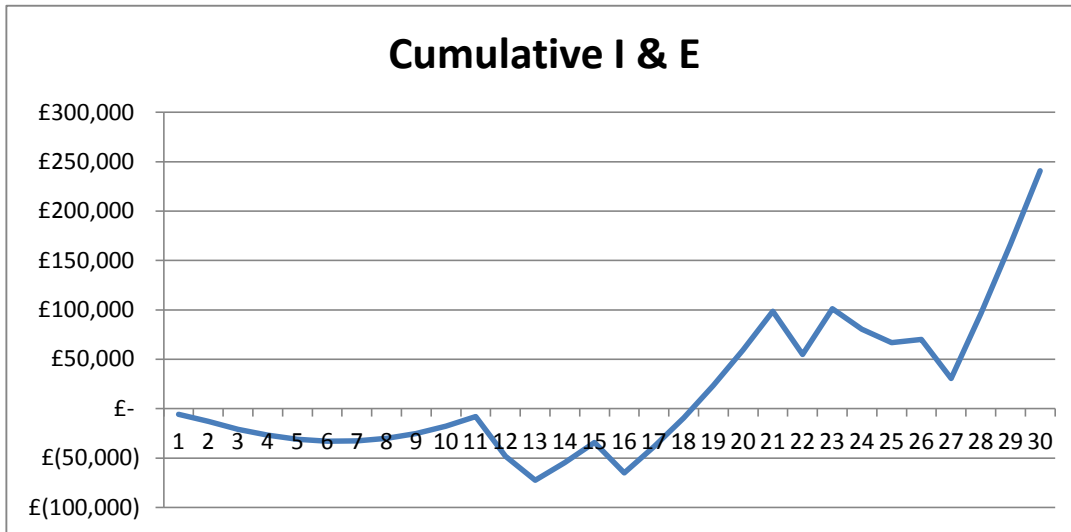
	Output	Benchmark	Test	Pass/Fail
30 Year Net Present Value (£)	334,860.69		0 Output>Benchmark	PASS
60 Year Net Present Value (£)	1,734,095.48		0 Output>Benchmark	PASS
Payback Year	30		30 Output<Benchmark	PASS
30 Year IRR%	3.21%	3.21%	Output>Benchmark	PASS
60 Year IRR%	6.22%	3.21%	Output>Benchmark	PASS



**Performance Criteria/Output -
Without HCA Subsidy**

BPR Flats site/Woodlea HRA 13 units 1 x 4 beds 3 x 3 beds + 9 x 2 beds

	Output	Benchmark	Test	Pass/Fail
30 Year Net Present Value (£)	0.69		0 Output>Benchmark	PASS
60 Year Net Present Value (£)	1,399,235.48		0 Output>Benchmark	PASS
Payback Year	30		30 Output<Benchmark	PASS
30 Year IRR%	3.21%	3.21%	Output>Benchmark	PASS
60 Year IRR%	6.22%	3.21%	Output>Benchmark	PASS



TYPE	LOCATION	MONTHLY RENT	
3B SD	Castleford	495	
3B SD	Kippax	725	
3B SD	Kellington	650	
3B SD	Castleford	625	
3B TH	Castleford	600	
3B SD	Pontefract	600	
3B SD	Castleford	675	
3B SD	Pontefract	595	
3B TH	Castleford	575	
3B SD	Castleford	700	
3B SD	Pontefract	695	
3B SD	Normanton	595	
3B TH	Castleford	650	
3B SD	WF8	650	
Average		630.7143	x 80% = £505

4B D	Kippax	875	
4B SD	Kirk Smeaton	999	
4B D	Sherburn	895	
4B TH	South Milford	850	
4B TH	Ackworth	750	
4B D	Brotherton	775	
Average		857.3333	x80% = £685 = £615 to reflect no garage

TYPE	LOCATION	MONTHLY RENT
2B SD	Thorpe Willoughby	600
2B SD	Pontefract	550
2B TH	Ackworth	750
2B SD	Nav Point Castleford	600
2B SD	Castleford	550
Average		610 x80% = £488

Other comparable market rents for older properties

2B SD	Norton	550	Ex LA	3B T	Knottingley	575	Ex LA
2B T	Castleford	450	Ex LA	3BT	Beal	500	Ex LA
				3B SD	Pontefract	650	Ex LA with garage
				3BT	Pontefract	475	Ex LA

Comparable SDC Social Rents in Byram

3B SD	Byram Park Road	382	Older property
2B GF Flat	Byram Park Road	318	Older property
4B Hse	West Acres	425	Older property
2B Bung.	St Edward's Close	345	Older property
2B Bung.	St Edward's Close	453	New
1B Bung.	St Edward's Close	291	Older property
1b Bung.	St Edward's Close	395	New

Selby District Council

REPORT

Reference: E/17/15

Item 10 - Public



To: Executive
Date: 3 August 2017
Status: Key decision
Report Published: 26 July 2017
Author: June Rothwell, Head of Operational Services, James Cokeham, Head of Strategic Planning, Policy and Economic Development
Executive Member: Councillor Chris Metcalfe, Lead Executive Member for Communities and Economic Development and Councillor Cliff Lunn, Lead Executive Member for Finance and Resources
Lead Officer: Dave Caulfield – Director of Economic Regeneration & Place and Julie Slatter – Director Corporate Services & Commissioning

Title: Car Park Strategy and Tariff Review

Summary:

On 24th August 2016 Executive approved the draft Car Park Strategy (CPS) for public consultation. The draft CPS supports and underpins the ambitions of Selby District Council's (the Council's) draft Economic Development Strategy and aligns to the Corporate Plan objectives. Subsequently, significant consultation has taken place alongside detailed information gathering and a review of car park tariffs using survey data and analysis of car park usage.

This report provides details of proposed changes to the draft strategy following consultation and analysis of usage.

In addition, this report sets out a range of options for potential car park tariffs - each with differing implications to balance the support for the local economy and financial impacts, reflecting the need to sustain income which is sufficient to cover the cost of providing and maintaining the car park service.

Finally, this report also sets out a programme for improving the council's car parks to enhance their offer, making them the natural choice for customers to support delivery of the Car Park Strategy.

Recommendations

- I. That Executive notes the changes to and endorses the draft Car Parking Strategy, particularly the objective and six key priorities, prior to discussion at Full Council to inform the final consideration of the strategy at the Executive.
- II. That Executive considers the tariff options and confirms a preferred tariff prior to discussion at Full Council to inform the final consideration of the strategy at the Executive.
- III. That Executive approves officers declaring Portholme Road car park in Selby surplus to operational requirements, therefore making it available for disposal and development.
- IV. That Executive note and endorse the schedule of improvements set out in paragraph 4.6 in accordance with previous budgetary approval of the capital programme.

Reasons for recommendations

1. To achieve the objective to use the Council's car parks as a platform to boost the local economies of the district by improving the customer experience, whilst supporting the Council's efficiency.
2. To ensure that car park tariffs enable the Council to cover the cost of car park provision.
3. To enable the Council to influence customer behaviour, attracting more users to under used car parks and town centre footfall.
4. To achieve the Council's corporate priority of delivering great value.
5. To declare Portholme Road surplus to operational requirements in order to contribute to achieving strategic objectives.
6. To facilitate a programme of improvements to the car parks.

1. Introduction and background

- 1.1 The Council provides off-street car parking in the centres of its three principal settlements of Selby, Sherburn and Tadcaster. The Strategy for the delivery of these car parks is out of date and requires updating. Furthermore, the Council currently only provides restrictions/manages parking (including a tariff) in Selby. This tariff was last reviewed by Executive in June 2014 when tariffs were frozen. This means there has been no change to tariffs since they were set in December 2011.
- 1.2 When developing the CPS officers noted that the parking solutions from 2011 were not necessarily still fit for purpose. Officers found that over the years several issues had developed or become more acute from when the previous strategy was set. These issues included, but are not limited to:

Selby: Free parking in non-Council car parks in the town centre continued to be very popular, so much so that providers (particularly the town's large supermarkets) were reporting that their valued customers were complaining that the car park provision was being utilised by non-customers. In addition to these car parks being free, the popularity is due to the car parks providing an attractive gateway to the town due to their condition, proximity to the town centre, and effective enforcement encouraging turnover. Some Council car parks do not currently provide this high-quality gateway offer.

Sherburn: Continued and projected growth of the village suggested that there may have been a capacity issue in the car parks.

Tadcaster: Usage data from 2015 suggested that there was a capacity issue in the town which needed addressing. Unrestricted free parking was well documented as potentially having a negative impact on town centre footfall, as spaces were utilised by workers/commuters parking all day preventing turnover for leisure users such as shoppers.

- 1.3 Considering all of this in addition to an assessment of 'best practice' published works such as Re-think Parking, the Portas Review; local documents such as the Corporate Plan and the Economic Development Strategy; officers developed a draft CPS which set out an overriding objective and six priorities to help achieve the objective.
- 1.4 The CPS's objective is "**To use the Council's car parks as a platform to boost the local economies of the district by improving the customer experience**", whilst balancing the need to make them affordable and sustainable.
- 1.5 The six priorities which underpin the objective are:
 1. To meet customer needs with regard to car park provision;
 2. To establish a fair, sustainable and value for money tariff scheme which supports the use of local facilities by the customers;
 3. To provide well-maintained car park facilities which meet the needs of customers;
 4. To enforce car park charges effectively ensuring equity and consistency for customers; and
 5. To maximise use of car parks for the benefit of the local community and local businesses;
 6. To ensure full cost recovery within the car park strategy.
- 1.6 The draft CPS was approved for consultation by the Executive on 24 August 2016. The consultation was wide, including: online consultation, presentations in each CEF area, dedicated business events in Selby and Tadcaster, and consulting with the Policy Review Committee, all supported by social media and newspaper advertisements with hard copies being made available in the Customer Contact Centre and local libraries.

2. The Report

Car Park Strategy

- 2.1 Following approval to consult on the draft strategy officers conducted the consultation as approved from 2 September until 12 December 2016. This was followed by several data usage gathering exercises. Both the consultation responses and usage data have been used to shape the final draft of the strategy (Appendix A).

Consultation

- 2.2 In addition to responses received at CEFs, business events and the Policy Review Committee, a total of 64 written responses were received within the consultation period. A full breakdown of these responses is provided at Appendix B of this report.
- 2.3 The sporadic nature of responses was such that many of them hold little statistical value, but do provide qualitative value in terms of what is happening in the towns. General comments included:

Selby: Condition of car parks is an issue and there is a lack of directional signage.

Sherburn: Concern that the introduction of charges would displace cars to nearby residential streets and unregulated car parks.

Tadcaster: Acknowledgment that there are issues with availability of spaces, but concern that introducing charges would lead to car park users (shoppers/leisure) moving to neighbouring towns such as Wetherby who offer free parking. An element of free short stay parking was suggested.

3.0 Review of Car Park Tariffs

Data Gathering

- 3.1 Car park usage data was needed to be able to make informed choices, ensure that the draft strategy was fit for purpose and assess the potential budget impact of any new tariff option. For this reason information has been gathered across the principal settlements.
- 3.2 Following the upgrade of the ticket meters in Selby comprehensive data is available for each car park identifying the level, time of use and income generated. This has been analysed on a month by month basis. In Tadcaster and Sherburn a usage survey was undertaken in February 2017. A further survey was then undertaken in Tadcaster only in May 2017. This was to reassess the position in the town after it returned to its pre-flood capacity.

Current Car Park Tariffs

- 3.3 Of the three principal settlements, Selby is currently the only one which has charges in either its own car parks or in the private offer in the town centre. The current car park designations and tariffs are set out in the table below:

Council Car Parks – Current Designation and Tariff

Town	Location	Designation	Tariff
Selby	Portholme Road	Long stay	Up to 3 Hours £1.20 Over 3 Hours £3
	Back Micklegate		
	Audus Street	Short stay	Up to 1 Hour 50p Up to 2 Hours £1 Over 2 Hours £5.40
	Church Hill		
	Market Cross		
	Micklegate		
	Portholme Crescent		
	Selby Leisure Centre		
	South Parade		
The Park			
Sherburn	Church View	None	None
	Low Street (Elmet Social Club)		
Tadcaster	Britannia Street	None	None
	Central Area (Chapel Street)		

Selby Private Car Park Tariffs:

	Selby Station	Station Road	Wetheralls	James St	Abbey Walk (customer only)	Morrisons (customer only)
1 hr	-	-	£1.00	£1.00	Free	Free
2 hr	-	-	£2.00	£2.00	Free	Free
3 hr	-	-	£3.00	-	-	-
12 hours	-	-	£5.00	-	-	-
24 hours	£3.90	£3.50	-	£5.00	-	-
Weekend 24hr	-	£3.00	-	-	-	-

3.4 All council car parks offer free parking to any disabled drivers whilst displaying a valid disabled badge. Disabled drivers may park in a designated disabled bay or any other bay free of charge. Disabled Drivers are also permitted to use the car parking space for longer than the designated short stay period.

3.5 We offer residents an opportunity to reduce their parking fees by buying a parking permit which can be purchased for 3, 6 and 12 month periods to spread the cost for the customer. The following are available:

Short Stay

- 3 months = £258
- 6 months = £515
- 12 months = £936

Long Stay

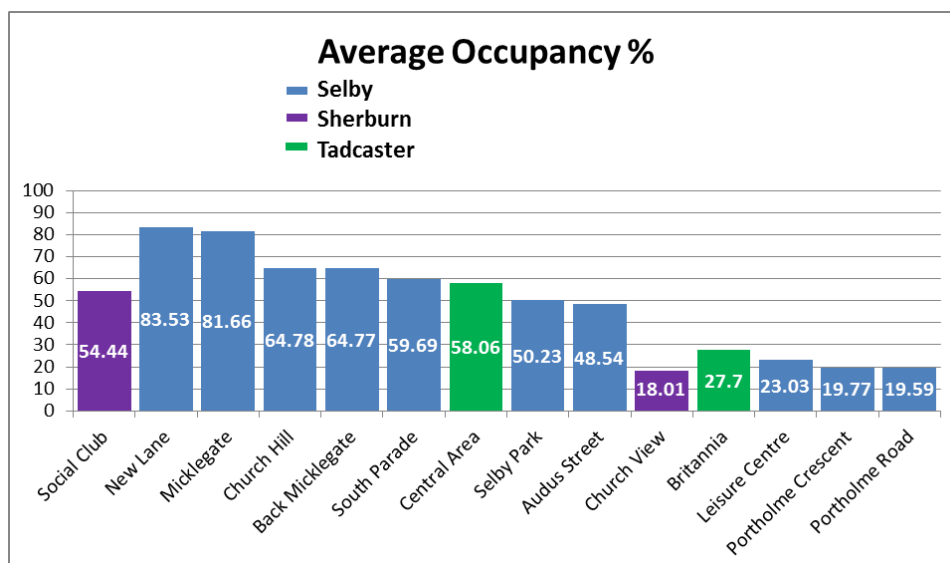
- 3 months = £130
- 6 months = £258
- 12 months = £468

3.6 Parking enforcement, including the issuing of Fixed Penalty Notices for Selby is operated by Harrogate Borough Council on behalf of the Council. This means Harrogate issues penalty charge notices and deals with all appeals on our behalf.

3.7 There are two different levels of penalty. Parking where waiting, stopping or loading are prohibited will constitute a higher level contravention, with a charge of £70. Failure to comply with the requirements in designated parking areas will lead to a charge of £50. Both of these charges are discounted by 50% to £25 (£50 PCN) or £35 (£70 PCN) if the PCN is paid in the first 14 days.

Car Park Usage and Income

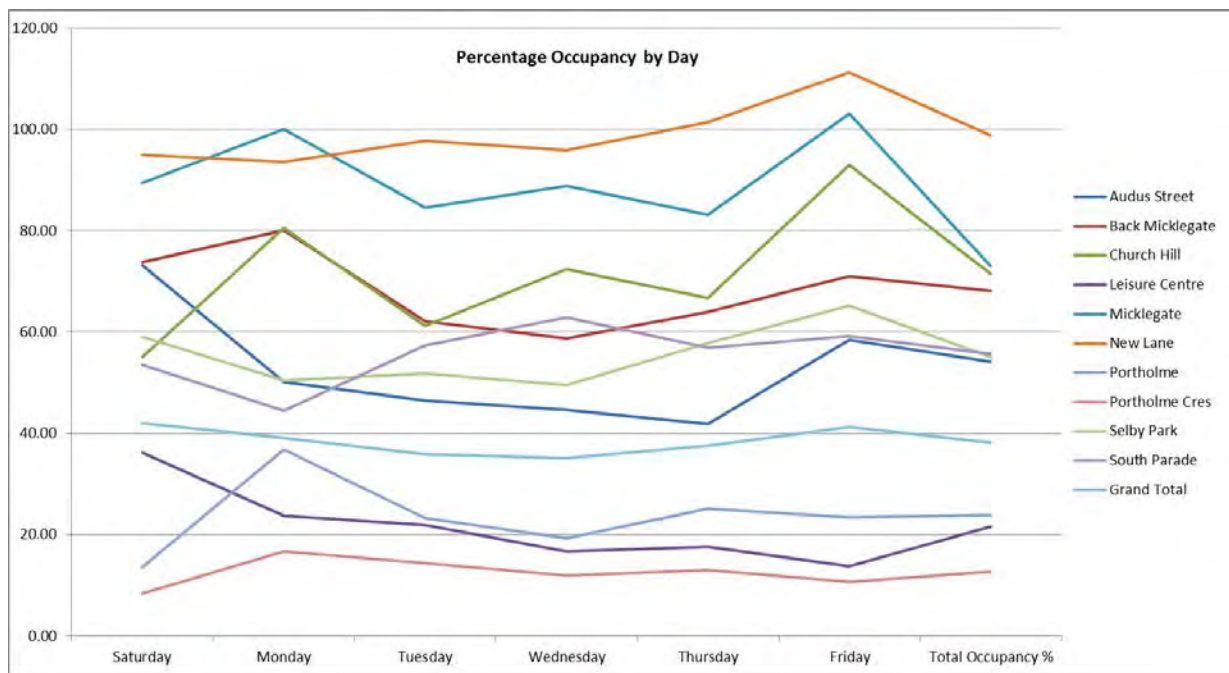
3.8 The survey results show that the mean average occupancy (%) in the Councils car parks are set out in the chart below:



NB in the Selby Leisure Centre permits are offered to members so occupancy figures based on fees paid in machines does not show total usage

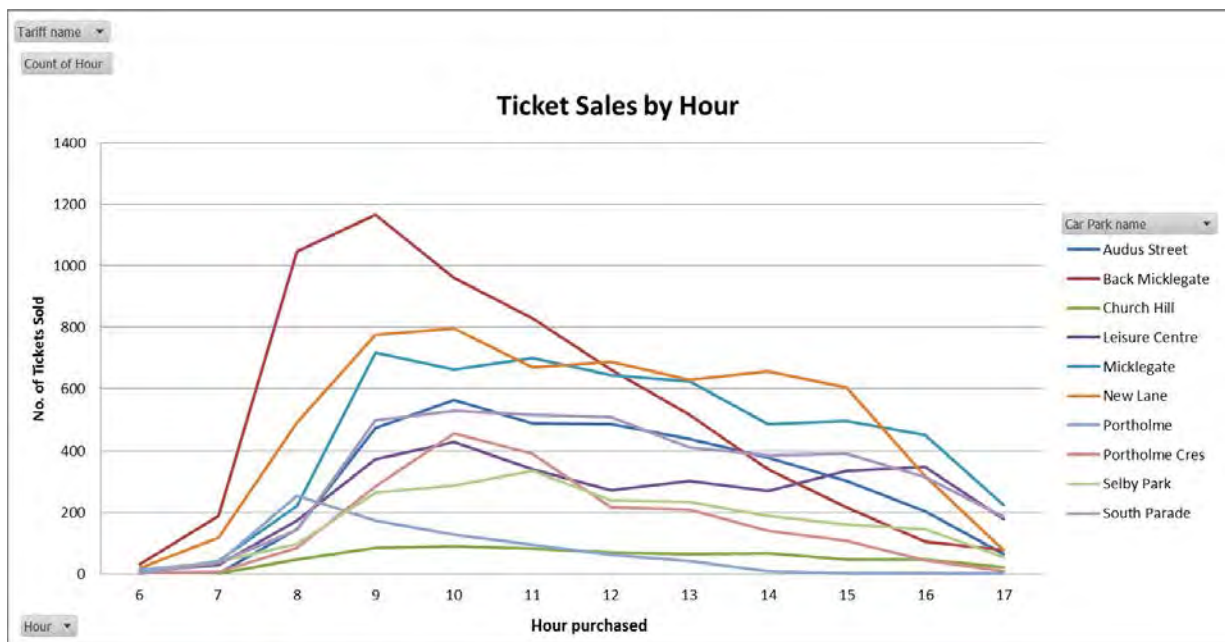
3.9 The current income target for all council car parks is £350,000 which has been achieved within £2,000 for the last two years, and is forecast to be maintained during 17/18. The income generated for each car park is variable reflecting the inconsistent level of use. Occupancy of the car parks in Selby varies from 15.7% to 100%. The least used car parks are Portholme Road (old Civic Centre car park) and Portholme Crescent. This reflects the less central location of the car parks where users need to walk into the town centre. Car parks with the highest level of use in Selby are New Lane and Micklegate. This reflects the very central location of the car parks where users are parking for convenience and staying for shorter periods.

3.10 The graph and table below shows the percentage occupancy of each car park by day.



Current Income

3.11 The table below shows ticket sales per hour. This provides an indication of the peak times the car parks are used and the times when income is generated.



4.0 Changes to the draft CPS as a result of Consultation and Tariff Review

4.1 There are few, but significant changes to the strategy as a result of the consultation and usage data gathering exercise.

4.2 **Long and short stay designation** - On the issue of moving away from long and short stay designation, consultation responses were unclear, with results divided equally between supporting this and not. However, usage data and mapping of the proposed tariff options have shown that in Selby it is important for town centre footfall and customer convenience that key town centre car parks are not dominated by long stay parkers at the expense of turnover for shoppers. Therefore, officers are proposing a change to the Strategy to retain long and short stay designations.

4.3 **Tariffs** - Tariffs are perhaps the most contentious/emotive issue when it comes to reviewing a parking strategy. This was evidenced in consultation with over 30 suggestions of a period of free parking. However, several studies show that tariffs, whilst important, are not necessarily the first draw to a car park, which is why these need to be considered in the context of a suite of improvements to make our car parks first choice for customers. The tariff review is covered in more detail from section 5 of this report.

4.4 To ensure financial rigour around decision making in the Car Park Strategy a further priority 6 has been added with specific reference to making sure that the service operates with full cost recovery and that reserves are monitored to ensure that the service can be fully resourced for both current and future works.

4.5 **Other changes** – We have reconsidered how we will measure the success of the strategy. We have moved towards management information included in the operational action plan and away from key performance indicators. The

information we currently report to the public through transparency requirements will remain in place. Economic indicators which will assess the impact of the strategy and the tariff review will be developed and reported.

4.6 Programme of Improvements

Over the next three years the Council is investing £900,000 to improve the car parks. Improvements will include:

- Resurfacing and relining in conjunction with reviewing size of car park spaces;
- Streetscene and landscape enhancements, including removing some trees which are damaging footpaths;
- New signage
- New street furniture;
- Improved lighting;
- Provision of electrical charging points in some car parks;
- Further upgrade to the new parking meters including the facility to accept card payments;
- Improved interpretation, linking into wider plans to improve the town centre.

Two car parks have been identified as a priority for improvement due to their condition and their high level of use and poor conditions: South Parade and Market Cross and these will be improved in year one, as shown in the table below:

Car Parks – Schedule of Improvements

Year 1 (2017-2018)	Selby: South Parade, Market Cross/New Lane, Audus Street Tadcaster: Britannia
Year 2 (2018-2019)	Selby: Back Micklegate, Micklegate
Year 3 (2019-2020)	Selby: Church Hill, Portholme Crescent, The Park, Leisure Centre Tadcaster: Central Area (Chapel Street) Sherburn: Church View

4.7 Disposal of Portholme Road Car Park

4.8 The Council has operated a pay and display public car park at Portholme Road (previously the Civic Centre car park) since the closure of the old Civic Centre. This has made use of an asset pending future plans being developed for the site.

4.9 The car park has been offered principally for long stay users. This car park has the lowest level of use of all council car parks where occupancy varies from 10.92% to 29.40%, averaging 19.77%. The car park generates £17,311 per annum from 106 spaces.

4.10 The Portholme Crescent car park also shows low levels of use and therefore has the capacity to accommodate any cars which would be displaced from the closure of Portholme Road, subject to offering both long and short stay.

4.11 Plans are being currently being worked up to appraise options for the development of the Portholme Road site, potentially in conjunction with North Yorkshire Police and Tesco.

4.12 Sherburn – in Elmet

4.13 The option of introducing a tariff structure across all car parks, including charging at Sherburn and Tadcaster has been explored as part of the tariff review. Surveys to identify usage of car parks at Sherburn and Tadcaster took place in March and May 2017 (Tadcaster only).

4.14 Sherburn has two council owned car parks, Church View and Social Club (Low Street). Both are small and the levels of use are shown on the table below;

Car Park	Capacity	Average Daily use	Average Occupancy %	Average no. Short Stay	Average no. Long Stay
Church View - Sherburn in Elmet	29	24.67	18.01	19.33	5.33
Social Club - Sherburn in Elmet	10	28.00	54.44	22.00	6.00

4.15 The survey found that there is a demand for car parking in Sherburn in Elmet, especially in the Social Club car park. The Church View car park is under used apart from when St Joseph’s church holds a service and a number of the vehicles parked in the car park appear to be those of nearby residents.

4.16 The projected income which would be generated through the introduction of charging (based on the current tariff) could be circa £7.5k. After taking into account additional costs to manage a chargeable car park (Meters, cash collection, management and enforcement), this would reduce to around £4.5k. Given the pattern of use and short stay visits to the centre, the introduction of charging would not represent value for money or support the objectives of the car park strategy. Therefore, officers are proposing a change to the Strategy to continue free of charge parking at Sherburn in Elmet.

5.0 Tariff Options

5.1 A number of tariff options are proposed as detailed in the table below. Options 2-5 would be subject to a 3 month pilot scheme.

Tariff Review – Options Table

	Length of Stay (Up to)	Option 1 (Current)	Option 2	Option 3	Option 4	Option 5
Selby Long Stay	1 Hr	£1.20	£1.50	Free	Free	£1.20
	2 Hrs	£1.20	£1.50	£1.20	Free	£1.20
	3 Hrs	£1.20	£1.50	£1.20	£1.20	£1.20
	All Day	£3.00	£3.00	£3.00	£3.00	£3.00
Selby Short Stay	1 hr	£0.50	Free	Free	Free	£0.50
	2hrs	£1.00	£1.00	£1.00	Free	£1.00
	All day	£5.40	£5.40	£5.40	£5.40	£5.40
Tadcaster	1 hr	n/a	Free	Free	£1.20	£1.20
	3 Hrs	n/a	£1.00	£1.20	£1.20	£1.20
	All Day	n/a	£3.00	£3.00	£3.00	£3.00

Options Appraisals:

5.2 Option 1 – Continue with current tariff scheme

This option would not achieve the objectives of the CPS and is not recommended.

Positive	Negative
Selby – Will continue to support long stay parking in sustainable locations – less than the private providers' current tariff	Selby – Will not encourage shift from free supermarket car parks
Selby and Tadcaster – customers are familiar with the tariff, good for the customer experience	Tadcaster – Does not address the issue of long stay parkers or encourage turnover to support local economy
Financial impact is cost neutral, the current level of income will be sustained	Tadcaster – Does not address the capacity issue

5.3 Option 2 –

- **First hour free for short stay at Selby and Tadcaster car parks**
- **£1.50 for up to 3 hours long stay at Selby, £1.00 for up to 3 hours at Tadcaster.**
- **£3 for over 3 hours long stay at Selby and Tadcaster.**
- **Short stay at Selby £1.00 for up to 2 hours, £5.40 for over 2 hours.**

This is the recommended and preferred option.

Positive	Negative
Selby – potential to encourage some shift from supermarket free car park offer.	Tadcaster - impact on short stay parkers – potential to reduce usage and/or dwell time which would not support town centre viability
Selby – will continue to support long stay parking in sustainable locations – less than the current private provider tariff	Tadcaster - displacement of long stay parkers to on street parking
Tadcaster – Could free up spaces for short stay users to support local economy.	Tadcaster – concern that introducing charges would lead to car park users (shoppers/leisure) moving to neighbouring towns such as Wetherby who offer free parking.
Financial – Best case scenario financial modelling shows a potential increase in income of £57k, and mid-case £10k	Financial – projected parking levels, behaviour and income are based on current tariff and usage. The actual change in customer behaviours can only be determined through the introduction of a pilot tariff scheme.

5.4 Option 3 - One hour free parking in Selby and Tadcaster car parks. Charges based on current Selby tariffs introduced at Tadcaster.

This option would achieve the objectives of the CPS and could be cost neutral (subject to the pilot tariff scheme proposed).

Positive	Negative
Selby – potential to encourage some shift from supermarket free car park offer.	Tadcaster - impact on short stay parkers – potential to reduce usage and/or dwell time which would not support town centre viability
Selby – will continue to support long stay parking in sustainable locations – less than the current private provider tariff	Tadcaster - displacement of long stay parkers to on- street parking
Tadcaster – Could free up spaces for short stay users to support local economy.	Tadcaster – concern that introducing charges would lead to car park users (shoppers/leisure) moving to neighbouring towns such as Wetherby who offer free parking.
Financial – Best case scenario financial modelling shows a potential increase in income of £51,000, and mid-case breakeven.	Financial – projected parking levels, behaviour and income are based on current tariff and usage. The actual change in customer behaviours can only be determined through the introduction of a pilot tariff scheme.

5.5 Option 4 - Two hours free parking in Selby and Tadcaster car parks. Charges based on current tariffs introduced at Tadcaster.

This option would achieve some of the objectives of the CPS but would have significant adverse financial impacts and is therefore not recommended.

Positive	Negative
Selby - Potential to achieve the strategy aim of a shift in parking habits - matches the supermarket free parking offer, improving relationship with key anchor retailers.	Tadcaster - Displacement of long stay parkers to on- street parking.
Selby – Will continue to support long stay parking – less than the private providers’ current tariff	Financial – there is a high risk of a significant negative cost impact, Modelling indicates a minimum loss of £96k and up to £183K income and additional enforcement costs. Any loss in income would have to be balanced within the council’s budget through cuts in services.
Tadcaster – will free up spaces for short stay users to support local economy.	Financial – projected parking levels, behaviour and income are based on current tariff and usage. The actual change in customer behaviours can only be determined through the introduction of a pilot tariff scheme.
Selby and Tadcaster – supports consultation comments re free parking	Tadcaster – concern that introducing charges would lead to car park users (shoppers/leisure) moving to neighbouring towns such as Wetherby who offer free parking.

5.6 Option 5 – Current short and long stay tariff in Selby. Current long stay Selby tariff introduced in Tadcaster.

This option would not achieve the objectives of the CPS and is not recommended.

Positive	Negative
Tadcaster - Potential to free spaces for short stay users	Selby and Tadcaster - Does not support delivery of the strategy objectives/priorities – improving the customer experience, supporting town centre vitality
Selby – Will continue to support long stay parking – less than the private providers’ current tariff	Tadcaster - Displacement of long stay parkers to on- street parking
Financial – Best case scenario financial modelling shows a potential increase in income of £130k, worst case scenario the	Tadcaster – does not support short stay parking

tariff would be cost neutral	
	Financial – projected parking levels, behaviour and income are based on current tariff and usage. The actual change in customer behaviours can only be determined through the introduction of a pilot tariff scheme.
	Tadcaster – concern that introducing charges would lead to car park users (shoppers/leisure) moving to neighbouring towns such as Wetherby who offer free parking.

5.7 The Executive have expressed a view that given the impact of the parking strategy and decisions on Tariffs that they would like Council to have the opportunity to comment on the strategy and tariff options. It is suggested that at the Executive meeting on 3rd August that Executive agree their preferred option and that this is presented along with the alternative options to be considered by the Council alongside the final draft strategy. It should be noted that this is an Executive decision and that the Council will be asked only to consider and comment on the report and strategy and endorse the preferred option. Executive may wish to consider calling a meeting of the Executive to take place at the rising of full Council so that the decisions can then be implemented without further delay, with the intention that a pilot tariff scheme is in place at the earliest opportunity subject to considering and making the necessary traffic regulation orders.

6.0 Legal/Financial Controls and other Policy matters

Legal Issues

- 6.1 The Road Traffic Regulation Act 1984 gives the Council the power to provide off-street car parking places and to make charges in respect of their use (Sections 32 and 35 respectively). Statutory guidance recommends that changes should be proportionate and not be at unreasonable levels.
- 6.2 For the Council to include Tadcaster car parks within the charging and enforcement regime a new order would be required under Section 35. Any comprehensive changes such as this will require the consent of the County Council, consultation and publication of the proposed Order (for a minimum period of eight weeks). The Council must then consider any objections before making the order. The Council may hold a public enquiry to consider the matter. Realistically, the process is likely to take 3 months to complete. Simple changes to tariffs in existing car parks covered by an order can be made using a variation order which is a shorter process. Changes to designations and other enforcement and use provisions may require amendments to existing orders. These two types of changes can be undertaken alongside the making of the new order.

6.3 Executive are the ultimate decision makers however the final decision will be taken in the light of the debate at Council.

7. Financial Issues

7.1 Priority 6 of the strategy document is the objective to ensure full cost recovery of the car park service. In order to achieve this financial objective, sufficient annual revenue is required to pay for in year costs plus sufficient contributions towards the costs of the capital works programme. Any reduction in net revenues will impact on our ability to resource the works required to deliver an effective service and value for money.

7.2 The Council's current income target for car parking is £350k per year. Direct annual running costs are currently circa £150k per year leaving an annual contribution to long term capital costs of £200k per annum. A financial appraisal applying the 'whole life costs' of the car parks shows that the average Internal Rate of Return is 5.2% over a 30 year useful life, which is broadly in line with the Council's Asset Management target. This achieves full cost recovery and therefore covers the annual revenue costs for managing and maintaining the car parks, the capital costs over the useful life of the asset and the 'opportunity' cost of capital invested in this discretionary service. This is consistent with the Corporate Charging Policy Principles. Revenue and capital costs included in the financial appraisal of charges are shown in the table below.

Revenue Costs	Capital Costs
Management Costs	Major ground work and resurfacing
NNDR	Bay markings and other paint
Utilities	Signage
Insurances	Machine Replacement
Reps & Maintenance	Minor resurfacing
Grounds Maintenance	
Enforcement	
Cash Collection	

7.3 Consideration of the Council's car park tariffs must also be set in the context of the Council's overall financial position and outlook. The majority of car park costs are not directly linked to the level of activity, and therefore income levels need to be maintained to prevent a shortfall on the Councils revenue budget. The Medium Term Financial Strategy shows a forecast funding gap of £1.779m by 2019/20, and whilst there is a savings plan in place, £1.2m are medium/high risk initiatives. Any reduction in car park income would add to the savings requirement and therefore the need to find further income streams or other service cuts.

7.4 The financial impact of options 2 - 5, set out in paragraph 2.30 are set out below and are presented in Best / Mid / Worst case scenario. Option 1 is to maintain the current position and is therefore a cost neutral option.

Current Activity	Best Case Net (loss) / increase in income £	Mid Case Net (loss) / increase in income £	Worst Case Net (loss) / increase in income £
Option 2	57,306	9,501	-35,994
Option 3	50,655	0	-48,208
Option 4	-96,891	-141,253	-183,472
Option 5	130,371	63,572	0

‘Best Case’ Scenario –

This is based on the assumption that activity across all car parks will remain the same, and introducing charges in Tadcaster (for the relevant options) will not adversely affect the number of vehicles parked at those sites.

‘Mid Case’ Scenario –

As parking activity in Selby has been very stable for a number of years, it is expected that introducing a free parking offer will result in a similar level of activity outside of the free period provision. It is unknown at this stage what impact a new tariff system will have in Tadcaster, this mid-case estimate allows for current activity to reduce by 51% - this is the rate at which a 1 hour free parking provision would break even across Selby and Tadcaster.

‘Worst Case’ Scenario –

This scenario shows the effect of the tariff options if charging in Tadcaster resulted in all vehicles opting to park elsewhere outside of the free provision. As above, Selby activity remains constant as it is not anticipated that a free parking offer will adversely affect activity outside of the free period.

- 7.5 From the scenarios above officers suggest that Option 2 is the preferred option as it presents a reasonable balance – achieving a charge across car parks in Selby and Tadcaster to offset an element of free parking. There is a risk however that income levels will suffer and therefore any new tariff scheme should be kept under review. It is apparent that option 4 is not a viable option as the losses in income cannot be mitigated.

7.6 Impact Assessment

Equality Diversity and Community Impact Screenings have been completed in respect of the draft CPS (pre and post consultation) – no negative impacts have been found. The draft CPS and tariff review proposes that those users displaying a valid blue disabled car park badge will continue to be able to park for free.

8. Conclusion

- 8.1 The draft CPS priorities support the objectives of the Council’s draft Economic Development Strategy and Corporate Plan. The Council is investing in its car parks. Any new tariff needs to align to the CPS and at the same time consider impact on income to ensure a sustainable balance is reached and that the

council delivers a parking offer which is efficient well maintained and provides value for money. A number of tariff options are proposed, the impacts of which, both in terms of delivering the CPS objectives and income, vary. Executive are asked to consider these options and decide on a preferred option/s prior to seeking endorsement/discussion at Council.

9. Background Documents

Equality Diversity and Community Impact Screening – Draft Car Park Strategy
Equality Diversity and Community Impact Screening – Proposed Tariffs
Tadcaster and Sherburn Car Park Survey Report (February 2017)
Tadcaster Car Park Survey Report (May 2017)

Contact Officers:

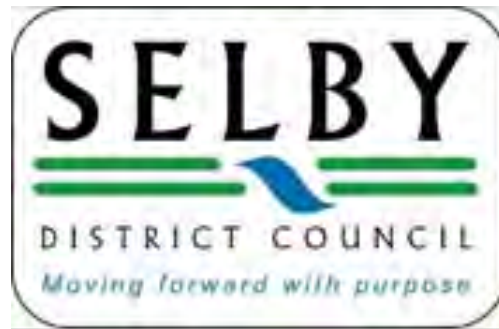
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Appendices:

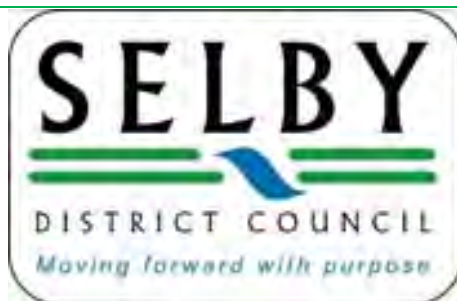
Appendix A Draft Car Park Strategy

Appendix B Consultation Responses



Car Park Strategy 2017-2020





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Portfolio Holder Statement

I am pleased to introduce the District Council's 2017-2020 Car Park Strategy.

This strategy forms part of a suite of documents which contribute to the delivery of the Council's Corporate Plan 2015-2020 priorities focussing on developing growth and prosperity in the district.

Improving the customers' experience of using our car parks is at the heart of this strategy. When developing this strategy we have considered what influences customers' parking choices and identified the changes which need to be made to our current car park offer in order to ensure customers' expectations are met. By meeting these expectations we are responding to the needs of our local retailers; we are supporting increased use of the town centres and encouraging their economic growth and vitality. This strategy reflects the needs and requirements of all car park users and the wider community as we move forward in these challenging times.



Cllr C Metcalfe

Portfolio Holder for Communities and Economic Development

Executive Summary

The existing car park strategy was last reviewed in 2014, however, since this time a new Corporate Plan has been introduced. The existing strategy focussed primarily on Selby and aimed to encourage turnover in short stay car parks through fees and supported long stay parkers with competitive all day rates. The existing fee structure however, does not align with the new Corporate Plan.

The short stay fees do not complement the private short stay provision in Selby. The short stay provision is provided primarily by supermarkets and a retail park which have a free offer (of at least 2 hours). The fees in our car parks may be displacing users into these free supermarkets to the detriment of those businesses.

Car parks in Sherburn and Tadcaster do not have any restrictions placed on them. This leads to users parking long stay and not supporting local businesses by restricting customer turnover. Ease of parking and availability of spaces are cited as a key consideration of users¹. The unrestricted long stay parking in town centres prevents this.

With this new strategy we are focussed on using the car parks as a tool for growth as part of a number of key documents to support the Corporate Plan. To implement this strategy the Council will ensure that it:

- Understands the main types of town centre user in each of the three principal settlements;
- Recognises the importance of car parks as a gateway to the town by improving their appearance and maintenance;
- Improves signage to the car parks to support tourism and usage (prevent customers navigating away from the town);
- Sets a tariff scheme which supports local businesses or town centre vitality.

In order to ensure the strategy achieves a positive economic impact on town centre businesses and improves the customer experience there will be a 12 month post-implementation review. This review will help us to identify any changes in usage trends and assess the impact of the strategy on town centre vitality.

¹ <http://thegreatbritishhighstreet.co.uk/pdf/GBHS-What-Works.pdf?2> (page 10)

Part 1: Background

1. Introduction

- 1.1. This strategy relates to off-street parking in Council owned car parks in Selby District. The on-street parking is managed by North Yorkshire County Council (NYCC). We have and will continue to work closely with NYCC to identify and mitigate any potential detrimental effect to the Highway Network as a result of this strategy.
- 1.2. This strategy replaces the Council's previous Car Park Strategy from 2013. This new strategy is to run alongside and support our refreshed Corporate Plan (2015-2020), emerging Economic Development Strategy 2016-2020, Core Strategy, Asset Management Strategy 2015-2018 and Corporate Charging Policy. The Policy context is set out in more detail at Appendix A.
- 1.3. The emphasis of this strategy is to use our car parks to fulfil their potential to contribute towards town vitality and enhance the user experience
- 1.4. In line with the Corporate Plan this new approach will make Selby District a great place to:
 - **do business:** by increasing the offer of our car parks, customers are encouraged to come to the District for retail and leisure purposes. Thereby supporting local businesses and the vitality of both the day time and night time economies.
 - **enjoy life:** by improving the customer experience, particularly through increasing the convenience of using our car parks. We will encourage short stay shopping and longer stay tourism and leisure, aiding the promotion of culture and health in the District.
 - **make a difference:** by improving access to car parking services, enabling customers to pay electronically and online.
- 1.5. These priorities will be supported by Selby District Council delivering **great value**, ensuring its vision of a council which is customer focused, business like and forward thinking.
- 1.6. The overriding objective of this strategy is:

“To use the Council’s car parks as a platform to boost the local economies of the District by improving the customer experience”

- 1.7. Selby district is rural in nature and is surrounded by larger economies, such as York and Leeds. As a result the district is subject to a lot of out commuting for work, retail and leisure activities (a more detailed district profile can be found at Appendix B). By encouraging local retail use and following the opening of the Summit Indoor Adventure alongside work to improve our culture and visitor offer, we aim to retain some of this retail and leisure market locally boosting town centre vitality.
- 1.8. When developing this strategy a benchmarking exercise was carried out with both our neighbouring authorities and our CIPFA nearest comparative authorities. This found that our neighbours do not designate car parks i.e. no short and long stay car parks and therefore in terms of consistency for our customers we should not.
- 1.9. This benchmarking also showed the majority of our CIPFA comparative authorities are offering a period of free parking to their customers. Given they are similar economies to Selby District's; this would suggest we should explore a different and potentially more supportive tariff structure in our car parks. Detailed information about the benchmarking exercise can be found at Appendix C.

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2. Provision and Demand

- 2.1. This section looks at customer needs and the current car parking provision on offer, both Council and Non-Council. It also assesses the current and future demand across the principal settlements within the District. It will explore each of the individual settlements in turn setting out what provision and demand is currently and what issues and opportunities these present. Identifying our customers and their needs is crucial to the success of this strategy.
- 2.2. There are some characteristics which are shared across all customer types. The British Parking Association commissioned a study into finding the top 10 factors which dictate a driver's choice of car park². This list is as follows:

Ranking	Car Park Factor
1	Location
2	Personal safety
3	Safe environment
4	Tariffs
5	Ease of access
6	No/little queuing
7	Number of spaces
8	Effective surveillance
9	Size of parking space
10	Appropriate lighting

- 2.3. In addition to the top 10, method of payment and cleanliness were also noted as raised considerations. Due to limited resources the Council will need to target investment and improvement into elements that will make the most difference to the customer experience.

² <http://thegreatbritishhighstreet.co.uk/pdf/GBHS-What-Works.pdf?2> (page 10)

Selby

Provision

Council Car Parks			Non Council Car Parks		
Location	Designation	Number of Spaces	Location	Designation	Number of Spaces (approximate)
Audus Street	Short stay	51	Abbey Walk Retail Park	Short stay	292
Back Micklegate	Long stay	198	James Street	Short stay	18
Church Hill	Short stay	8	Morrisons	Short stay	200
Market Cross	Short stay	48	Selby Train Station	Long stay	130
Micklegate	Short stay	52	Station Road	Long Stay	70
Portholme Crescent	Short stay	140	Tesco, Portholme Road	Short stay	200
Portholme Road	Long stay	106	Wetheralls, Abbey Yard	Short stay	31
Selby Leisure Centre	Short stay	130			
South Parade	Short stay	54			
The Park	Short stay	32			
Total		819			941

Council

2.4. There are 10 public Council car parks located in Selby town. As the above table shows, all 10 car parks are designated as either short stay (8) or long stay (2). There are fees for each of these set out in section 4.1. All the car parks are centrally located as can be seen on the map at Appendix D. There is no coach parking provision currently in Selby. The Council shares a car park with Selby War Memorial Hospital at its Civic Centre, this car park will not be considered as part of this strategy.

Private

2.5. There is both long and short stay chargeable provision available privately in Selby, all of which is subject to restrictions. The long stay paid provision is popular with commuters due to its proximity to the train and bus station. There is also short stay parking offered by supermarkets and a central retail park where it is free to park, but restricted by time and to customers only. This private parking and its designation can also be seen on the map at Appendix D.

Demand:

2.6. The following table provides details of current demand and any potential future impacts on the future demand for car parks in Selby, which have been considered when drafting this strategy.

Current	Future
<ul style="list-style-type: none"> • Based on analysis of the most recent income figures and a number of site visits, usage appears to have increased slightly (compared to the 2013 survey figures) • Portholme Crescent and Portholme Road car parks continue to be under performing/have low usage • The most recent car park survey in Selby town was undertaken in October 2013 and showed that overall Selby District Council car parks were at 38% capacity and there is no evidence to suggest there has been a significant change • Currently availability of spaces in Council car parks is not an issue³ • However, we have received reports from businesses and consultation feedback that capacity in the free time limited spaces is at a premium. • From February 2017 the Council has been able to monitor the number and type of tickets sold in each council car park in Selby. This has led to a greater understanding of the type of user and the length of stay our users were expecting to have in the town. The majority of customers are parking short stay (73%) with 54% of those short stay parkers parking up to 2 hours and the remaining 46% parking for just an hour. These levels will continue to be monitored. 	<ul style="list-style-type: none"> • An anticipated increase in demand due to: <ul style="list-style-type: none"> ○ Since the opening of the Summit Indoor Adventure there is potential demand for coach parking; ○ The Core Strategy indicated growth in Selby Town; ○ the popularity of the train station and out commuting⁴; and ○ the development of a Visitor Strategy. • An anticipated shift in demand due to: <ul style="list-style-type: none"> ○ Drivers reconsidering where they choose to park, as a result of more parking fines being issued following the implementation of increased enforcement in a number of the supermarket car parks

Opportunities and Issues:

2.7. The above information, consultation and the District profile has enabled a list of current and future opportunities/issues to be compiled.

³ Based on the Council's latest Survey of Usage (October 2013)

⁴ <http://orr.gov.uk/statistics/published-stats/station-usage-estimates>

Current	Future
<ul style="list-style-type: none"> • Car parks are clustered and users not defined • A need to attract/direct users to car parks located the furthest from the town centre, in particular long stay, to ensure spaces are available in central car parks for appropriate users, e.g. shoppers and visitors/tourists • A need to introduce monitoring of the impact of free parking initiatives e.g. Small Business Saturday and Christmas on car park usage • A need to monitor the impact on car park usage of District/town events e.g. Tour de Yorkshire, annual food festival etc. • A need to facilitate a shift in parking habits (for non-supermarket customers) from supermarket car parks to Council owned car parks to support town centre vitality. • Monitoring the income data also allows the Council to look at the income vs the capacity to ensure that the Council is receiving good value from the asset. • A recurring theme in the consultation responses was the appearance of car parks. It is clear customers want more attractive car parks which make them feel safer and more confident to use them. 	<ul style="list-style-type: none"> • Explore need and if necessary options for coach parking • Explore options for incentives for long stay parkers to move to underused car parks e.g. the introduction of discounted permits for these car parks • Monitor measures aimed to free up spaces in central private car parks for their customers • A desire to work with private providers of car parks in the town to use all car parks for the benefit of the town. • Consideration of the needs of the car park users in relation to required length of stay • Potential links to PLAN Selby regeneration areas and wider master planning work • Consider alternative uses for any car parks which are not providing good value to the Council and the District.

Sherburn- in -Elmet

Provision:

Council Car Parks			Non-Council Car Parks		
Location	Designation	Number of spaces	Location	Designation	Number of spaces
Church View	None	29	Aldi, Low Street	Short	76
Low Street (Elmet Social Club)	None	10	Co-op, Finkle Hill	Short	60
Total		39			136

Council

2.8. There are 2 Council car parks in Sherburn village centre. These two car parks are free to park in and have no restrictions. The car parks are centrally located as can be seen on the map at Appendix D. There is no coach parking provision currently in Sherburn.

Private

2.9. There are a number of private off-street parking options in Sherburn, as can also be seen on the map at Appendix D. These range from supermarket parking to small shop front parking areas. All these free parking offers are restricted to customer use, with some also restricted by time. There is currently no chargeable off street parking provision in Sherburn.

Demand:

2.10. The following table provides details of current demand and any potential future impacts on the future demand for car parks in Sherburn, which have been considered when drafting this strategy.

Current	Future
<ul style="list-style-type: none"> • In the town centre it would appear that demand is not met. This is based on: <ul style="list-style-type: none"> ○ Parish Council information; ○ discussions with District Councillors; ○ the 2015 Market Town Study; and ○ Consultation responses • However, whilst Low Street (Elmet Social 	Future demand anticipated to increase due to: <ul style="list-style-type: none"> ○ the number of new businesses relocating to the industrial estate on the outskirts of the village; ○ the level of on-going and future housing development planned in the village; and ○ the popularity of the train stations and out

<p>Club) Car Park, was often surveyed at being over capacity, Church View was found to be consistently underutilised, which would suggest there is scope for further demand to be met in the town centre</p> <ul style="list-style-type: none"> • Average daily capacity of Church View Car Park is 29.4% full⁵ • Whereas the average daily capacity of Low Street (Elmet Social Club) Car Park is 96.6% full⁶ • There is limited parking at the train stations located on the outskirts of the village towards the industrial estate and South Milford 	<p>commuting⁷</p>
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Opportunities and Issues:

2.11. The above information, consultation and the District profile has enabled a list of current and future opportunities/issues to be compiled.

Current	Future
<ul style="list-style-type: none"> • Lack of signage leading to a lack of awareness of Council car park existence (out of sight of the high street) and the location (a short walk from the high street) • Insufficient provision - it is imperative that the Council looks to promote its car parks in Sherburn to ease the current parking problem in the village and the anticipated future increase in demand 	<ul style="list-style-type: none"> • Explore need and if necessary options for coach parking • There is currently a need for more spaces at the train station for commuters and it is anticipated that this need will become even greater in the long term • Consideration of the needs of the main car park users in relation to the required length of stay • Potential links to PLAN Selby regeneration areas and wider master planning work

⁵ Selby District Council Tadcaster and Sherburn in Elmet Car Park Survey Report, February 2017.

⁶ Selby District Council Tadcaster and Sherburn in Elmet Car Park Survey Report, February 2017.

⁷ <http://orr.gov.uk/statistics/published-stats/station-usage-estimates>

Tadcaster

Provision:

Council Car Parks			Non-Council Car Parks		
Location	Designation	Number of spaces	Location	Designation	Number of spaces
Britannia Street	None	90	Sainsburys, Mill Lane	None	112
Central Area (Chapel Street)	None	154			
Total		244			112

Council

2.12. The Council owns 3 car parks in Tadcaster; however, one is included in the lease for Tadcaster Leisure Centre and will not be considered as part of this strategy. The remaining 2 car parks are set out above (and can be seen on the map at Appendix D).

Private

2.13. There is limited private off-street parking in Tadcaster as can also be seen on the map at Appendix D. This provision, whilst free and unrestricted by time, is restricted to use for customers only e.g. a national supermarket chain, the council's leisure centre and the community swimming pool. There is currently no chargeable off street parking provision in Tadcaster.

Demand:

2.14. The table overleaf provides details of current demand and any potential future impacts on the future demand for car parks in Tadcaster, which have been considered when drafting this strategy.

Current	Future
<ul style="list-style-type: none"> • Shoppers and visitors struggle to find a space in Central Area car park - long stay parkers taking space – based on: <ul style="list-style-type: none"> ○ Observations (Cllrs, officers and local businesses); and ○ the Market Town Study (June 2015) • Car parks popular with long stay parkers with 54% (February 2017⁸) and 48% (May 2017⁹) of spaces occupied by those parking long stay • A survey of use for Central Area Car Park (carried out by Tadcaster and Rural Community Interest Company in March 2015) showed that across an average day the car park was on average at 87% (135 of 154 spaces) capacity and that 115 cars were parking for 4 hours or more. • Whereas, the February 2017 Selby District Council Tadcaster and Sherburn in Elmet Car Park Survey Report found that Central Area Car Park operated at an average of 75% (115.5 of 154 spaces) capacity across the day and that an average of 98.2 cars were parking for 4 hours or more. This change may be attributable to the impact of flooding on the town and the changes in car park provision in the town i.e. the loss of Britannia as a construction site for bridge repairs and the introduction of 2 temporary car parks for the benefit of the town (Tadcaster Albion and Samuel Smith Old Brewery Tadcaster). • The May 2017 survey found an average of 58% (89 of 154 spaces) capacity across the day and an average of 83 cars were parked for 4 hours or more. This drop in usage could be attributed to the reopening of Britannia Car Park and the loss of an employer (with approximately 80 employees) in the town centre. • Britannia Car Park – the May survey found an average of 28% capacity (25 of 90 spaces) across the day and on average 26 vehicles parked for 4 hours or more. • Consultation responses suggest that the 30 green ‘short stay’ spaces introduced in Central Area Car Park as a result of the flood have worked well and users would like to see them continue to be used. 	<p>An anticipated increase due to:</p> <ul style="list-style-type: none"> ○ aspirations of the Economic Development Strategy – i.e. the development of retail and tourism offer in town centre

⁸ Selby District Council Tadcaster and Sherburn in Elmet Car Park Survey Report, February 2017.

⁹ Selby District Council Tadcaster Car Park Survey Report, May 2017.

Opportunities and Issues:

2.15. The above information and the District profile has enabled a list of current and future opportunities/issues to be compiled.

Current	Future
<ul style="list-style-type: none"> • The need to reduce the number of cars which are parked all day in Central Area car park, to free up space for visitors/shoppers • Lack of turnover in car parks leading to visitors/shoppers not visiting due to space availability issues 	<ul style="list-style-type: none"> • Explore need and if necessary options for coach parking • Explore options for regular long stay car park users e.g. traders and workers, alternative provision, which takes into account convenience and affordability • Consideration of the needs of the main car park users in relation to the required length of stay • Potential links to PLAN Selby regeneration areas and wider master planning work

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Part 2: What Are We Going to Change?

3. Overriding Objective

- 3.1. This strategy has been designed to utilise the Council's car parks as a tool for economic growth and town centre vitality. Complementing the free offers provided by anchor retail tenants and improving the car park experience for customers. Ensuring we understand who our customers are, what our customers' needs are and how we can best support them is therefore crucial to the success of this strategy.

“To use the Council's car parks as a platform to boost the local economies of the District by improving the customer experience”

- 3.2. There are a number of elements of the previous Car Park Strategy which do not fully support the overriding objective of this strategy. This strategy acknowledges the need for change and sets out the framework to guide the Council's new approach to car parking provision.
- 3.3. Convenient free parking is offered by supermarkets and a central retail park in Selby. Whilst the Council car parks are free and unrestricted in Sherburn and Tadcaster, this brings its own issues of not encouraging turnover. Sherburn and Tadcaster also have free parking on key anchor retail tenant sites.
- 3.4. Whilst restricted to customers, the free parking private provision in Selby is being utilised by non-customers to visit Selby town centre to the detriment of the businesses. This has been demonstrated to us through consultation with one of the supermarkets and the retail park. Users are taking advantage of the free supermarket and retail park car park offers which could ultimately have a negative impact on the vitality and sustainability of the town centre, potentially placing the on-going presence of these anchor retail tenants at risk.
- 3.5. The current Council car park provision has the potential to do more to promote town centre vitality and sustainability through improvements to the customer experience. There is a need for regular turnover of spaces creating 'churn' to ensure sufficient provision is available for short term use by visitors and shoppers to the town centres. There is scope for the current tariff scheme to better support the vitality of local shops

and the town centre in this way. Through enhancing the customer experience this strategy aims to bring about a shift in parking behaviour, making the Council's car parks the first choice for town centre users.

- 3.6. The introduction of pay and display parking, including a supportive tariff scheme which promotes growth in all Council owned public car parks is therefore paramount to achieving this strategy's over-riding objective.
- 3.7. The improvements to the customer experience, leading to thriving town centres (and therefore improved local economies) are golden threads which run through six key priorities (listed at section 4.1.) which underpin the above objective.
- 3.8. The priorities and supporting actions have been developed to meet this objective. When developing these priorities we have taken into account the requirements of each of the principal settlements, namely: Selby, Sherburn in Elmet and Tadcaster.

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4. Priorities

4.1. The evidence and context outlined throughout this document has led to the identification of strategic issues that need to be addressed as part of this strategy. These strategic issues can be summarised into 6 broad priorities:

1. **To meet customer needs with regard to car park provision;**
2. **To establish a fair, sustainable and value for money tariff scheme which supports the use of local facilities by the customers;**
3. **To provide well-maintained car park facilities which meet the needs of customers;**
4. **To enforce car park charges effectively ensuring equity and consistency for customers;**
5. **To maximise use of car parks for the benefit of the local community and local businesses; and**
6. **To ensure full coast recovery within the Car Park Strategy.**

4.2. It should be noted that the priorities are not listed in order of importance and equal weight should be attributed to each priority. These priorities are explained in greater detail overleaf:

Priority 1: To meet customer need with regard to car park provision.

“Parking provision can determine where we choose to live, work, shop and play. Sensible, well thought out parking policy can help build a strong and vibrant economy.”¹⁰

This priority is ensuring parking provision meets the needs of all customers. It takes into account demand both in the short term and the long term, in order to cater for anticipated increased visitor numbers, and housing and employment growth in the District. This growth is expected through projects such as the Summit Indoor Adventure, Olympia Park and the Core Strategy’s growth ambitions generally.

Actions:

1. Identify who are our key customers and the appropriate car parks for them
2. Use signage to direct users to appropriate car parks
3. Monitor usage in car parks on an on-going basis
4. Work with private sector to ensure adequate provision
5. Ensure the specialist needs of customers are met e.g. disabilities, parent and child
6. Ensure adequate motorcycle parking provision
7. Ensure adequate coach parking provision

¹⁰ Federation of Small Businesses ‘Keep Trade Local’ September 2008

Priority 2: To establish a fair, sustainable and value for money tariff scheme which supports the use of local facilities by the customers.

“There is no simple formula that can be given on determining the right kind of tariff to be introduced nationally because every location is exposed to an individual set of dynamics and factors. The only universal answer is that local authorities and other operators must develop a plan for parking provision that faces up to the question, “What and who is our parking for?” and compliments a wider strategy for accessibility that again, fits with a strategy for the town centre or local authority area”¹¹.

This priority is about establishing a tariff scheme that takes account of, and addresses a number of issues which currently exist in the District. It acknowledges the need to set a level of charge which does not deter users from parking in Council car parks.

This priority should ensure the tariff scheme does not displace users from our car parks and into car parks that are not intended for them (e.g. supermarket car parks if not using the supermarket). We want to support those businesses by moving people into our car parks allowing their customers to always have enough provision. The tariff scheme should not displace customers to the on-street offer. Over-reliance on on-street parking has detrimental effects on congestion, pollution and threatens the safety of town centre users.

The tariff scheme should help support the customer experience and boost local businesses by being simple and consistent. This support should allow for turnover of spaces for shoppers and support those who wish to stay in the town centre longer. Whether this local business is retail, tourism, day or night time economy, it's about boosting the local vitality for businesses by putting the customer at the heart of the tariff scheme. Supporting our wider Corporate Plan and Economic Development Strategy for the benefit of the customers is the key aim for the tariff scheme.

The key principles outlined in the Corporate Charging Policy will be considered to ensure transparency and consistency.

¹¹ Re-Think! Parking on the High Street – Guidance on Parking in Town and City Centres by Ojay McDonald, 2013

Actions:

1. Undertake a comprehensive review of the tariff schemes in Council owned public car parks, factoring in the demands/needs of customers and setting the tariff scheme at a level that promotes usage/economic growth in the district.
2. Continue to offer free parking in all Council owned car parks after 6.00pm
3. Continue to offer free parking on Sundays
4. Continue to offer free parking to disabled customers displaying a valid badge
5. Undertake regular usage surveys/analyse pay and display machine data.
6. Monitor and analyse car park income and expenditure data (and where appropriate take action)

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Priority 3: To provide well-maintained car park facilities which meet the needs of customers.

“Out-of-town centres create an environment where the shopper comes first, with wide footways and pedestrianized streets, and good public transport links such as free buses. This has taken business away from our high streets. In order to be places that people want to visit, high streets need to be accessible, attractive and safe.”¹²

Appearance is a key consideration in our car parks. Our car parks are gateways to the settlements and the launch-pad to the customer experience of our District. Therefore, it is important that car parks are kept in good condition and repair; and are visually appealing and provide a welcoming environment which orientates customers.

Therefore, this priority is about ensuring a positive customer experience. This will be achieved through ensuring our car parks offer a safe and welcoming environment, with facilities which meet the general needs of all customers e.g. new pay and display machines, or the more specific needs of certain customers e.g. information boards for visitors.

As the launch-pad to the customer experience in the District our car parks need to meet the expectations of a customer. This means that they should be in good repair, clearly marked, visually appealing and help signpost the customer to key attractions in the settlement.

Machines should be reliable and efficient. Machines should also be ‘future-proof’, enabling easy upgrades.

Actions:

1. Aim for all car parks to have and maintain the Park Mark standard
2. Devise a maintenance plan based on the individual car park condition survey recommendations
3. Enhance the appearance of Council owned car parks
4. Provide information boards with maps
5. Provide the option for alternative payment methods in Council car parks e.g. Telephone and card payments
6. Provide electric car charging points in appropriate Council car parks
7. Provide cycle lockers in appropriate Council car parks

¹² *The Portas Review* (2011), Mary Portas

Priority 4: To enforce car park charges effectively ensuring equity and consistency for customers.

“Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure... They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.”¹³

This priority is about ensuring the appropriate level of effective enforcement is in place. It is about delivering fairness and ensuring safety for all users e.g. taking action against those who choose not to pay, park outside designated bays, park beyond their ticket time etc.

This priority is not about using Civil Parking Enforcement (CPE) as a revenue generation tool. No financial targets or bonuses should be assigned to the issuing of Penalty Charge Notices (PCN's).

To ensure this is effective and fair, it should: be carried out in all pay and display Council owned car parks, complement parking and be transparent in terms of PCN's issued and the number of appeals, including how many were successful.

Actions:

1. Ensure that sufficient, effective enforcement is in place in all pay and display car parks in the District.
2. Publish enforcement performance data.

¹³ Paragraph 40 National Planning Policy Framework 2012

Priority 5: To maximise use of the car parks for the benefit of the local community and local businesses.

“Car parking charges must be viewed more holistically as part of an accessibility strategy for town centres which takes into account the need to promote its businesses. Such a strategy should lead to the intelligent utilisation of parking provision to support the town centre.”¹⁴

This priority is about ensuring that we make the best use of our assets, through influencing parking behaviour to maximise use of the car parks. Through improvements to the customer experience, we can influence parking behaviour and trends.

Through understanding customer needs and demand, introducing a supportive tariff scheme and offering value for money permits, we are able to maximise Council car park use. By offering value for money permits we can encourage use of a previously underutilised car park. Where an alternative option for a car park is proposed it will be assessed for its benefit for the local community and local businesses.

It is important to make the Council car parks the first choice for customers. This may be, for example, by making the tariff competitive with the alternative private provision. It may also be by improving the signage (both physical and online) in order to raise awareness of existence and location of Council car parks.

Actions:

1. Offer and promote value for money permits for underused car parks
2. Improve online information about the car park offer
3. Work with NYCC to improve highway signage/directional signage of the Council's car parks
4. Consider alternative uses for car parks if a broader benefit can be demonstrated e.g. town centre regeneration.
5. Monitor and Review the extent of any unauthorised car parks and take the appropriate and proportionate action.

¹⁴ Re-Think! Parking on the High Street: Guidance on Parking Provision in Town and City Centres (Page 8)

Priority 6: To Ensure Full Cost Recovery within the Car Park Strategy

We need to ensure that the revenues and costs associated with the car parks are set at such a level that the full life costs of running and maintaining the car park are fully recovered factoring in an appropriate 'cost of capital' to acknowledge the discretionary nature of this service. We also need to ensure that we are delivering value for money by ensuring that services are delivered in a cost effective way whilst still aligning with the other priorities laid out in the Car Park Strategy.

This priority is about making sure that we review and report on the cost of the Car Parking Service whilst ensuring that the revenues generated are sufficient to cover all required resources. It is the responsibility of the council to ensure that finance forms a part of any proposals to change the Car Park Strategy so that plans remain economically viable and sustainable for the Council.

The resources required to deliver the CPS are contained within the current revenue budget and capital programme. £900k has been earmarked from the Asset Management Reserve to fund major improvement works to the car parks. Whilst there are sufficient funds within the reserve to cover these costs over the next 3 years the level of the reserve going forward requires review in order to sustain the Council's asset base (car parks included). An assessment of the ongoing reserve contributions will be undertaken as part of the Medium Term Financial Strategy refresh.

In order to ensure a sustainable service the reserve for the capital works must have sufficient funds to carry out the required programme of works including: car park ground work and resurfacing, line painting, replacing machines and signage.

Actions:

1. Monitor and report on revenues and costs to ensure ongoing full cost recovery and include a rolling programme of work within the Council's Asset Management programme.
2. Reviewing current and forecasted reserve balances to ensure sufficient resources to cover the rolling programme of works.
3. Economical factors should be considered on any future assessment of tariffs, costs and usage of car parks and any proposals to amend these.

Part 3: How Are We Going to Change It?

5. Action Plan

- 5.1. An operational Action Plan will be developed in order to facilitate implementation of the individual actions listed under each priority. Each action will be subject to a timeline and designated to a responsible officer.
- 5.2. Over time more information will be collected from the improved technology available in pay and display machines. This information will inform future operational decisions on how car parks are used to achieve this strategy's overriding objective. The Action Plan will therefore be monitored and reviewed as appropriate through the lifespan of this strategy.

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Part 4: How Will We Know this Strategy Has Been Successful?

6. Measuring Success

- 6.1. We are trying to attract new customers to our car parks and improve the experience for existing customers. It is anticipated that an improved car park offer will result in an increased car park usage which will have knock on effects for both small and larger retailers in the town centres. Influencing parking behaviours to the most appropriate car parks e.g. shoppers to town centre car parks, will result in increased footfall in the town centre, supporting growth and town centre vitality.
- 6.2. Success of this strategy will ultimately be evidenced by the enhanced customer experience. Management information reporting will be included in the Operational Action Plan. This will include information on usage and/or turnover in Council car parks, the health of the town centre economies and most importantly, customer satisfaction.
- 6.3. Following the implementation of the changes set out in this strategy there will be a 12 month post implementation review. This review will allow us to assess any trends and changes in parking behaviour to make sure they are achieving the overriding objective.

Appendix A - Policy Context

1. There is a range of national and local policy that is relevant to parking and promoting the vitality and viability of town centres.

National:

2. In 2012 the Government published its new National Planning Policy Framework (NPPF). Section 3 of the Framework, entitled 'Supporting a Prosperous Rural Economy', refers to parking provision for both new building developments and town centre parking as follows:

"39. if setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *an overall need to reduce the use of high-emission vehicles.*

40. Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate."

3. Further to the NPPF, new planning guidance was published in August 2013 which provides further detail in terms of town centre parking provision, stating that councils should understand the important role appropriate parking facilities can play in rejuvenating shops, high streets and town centres:

"The quality of parking in town centres is important; it should be convenient, safe and secure. Parking charges should be appropriate and not undermine the vitality of town centres and local shops, and parking enforcement should be proportionate."

"This positive approach should include seeking to improve the quality of parking in town centres (in line with the National Planning Policy Framework) and, where it is

necessary to ensure the vitality of town centres, the quantity too. Local authorities should set appropriate parking charges that do not undermine the vitality of town[s].”

4. The extracts above support this Strategy’s focus on using car parks to support the vitality of the District’s local economies by improving the customer experience.

Local:

5. The Council’s Corporate Plan 2015 - 2020 identifies the following priorities:
 - a) Making Selby District a Great Place to do Business
 - b) Making Selby District a Great Place to Enjoy Life
 - c) Making Selby District a Great Place to Make a Difference
6. These are supported by Selby District Council *delivering great value* under the Corporate Plan.
7. Improving the customer experience and maximising use of our car parks will help support local businesses, strengthening our local economy and contribute towards a sustainable and thriving future for the District’s main settlements (namely, Selby, Sherburn and Tadcaster). Supporting town vitality and thereby increasing footfall in this way can also help secure and develop the retail environment in our town centres.
8. Growth is a key feature in the Corporate Plan and this strategy is focussed on using the car parks as a tool for achieving this growth. It will achieve this through putting the customer first.
9. Selby District Council approved a new Asset Management Strategy 2015-2018 (AMS) on 5 November 2015, which identifies car parks as a key asset. The AMS outlines how the Council’s assets should be managed in an effective, economical, and efficient manner for the next 3 years.
10. The AMS objectives are:
 - a) To use our assets in a sustainable way to support the Council’s strategic objectives and to contribute to the development of the Council’s emerging economic strategy.

- b) To identify ways to maximise the use of assets for the benefit of the local community and to encourage inward investment.
 - c) To ensure our assets are fit for purpose and maintained to the required standard.
11. This strategy has been developed with these objectives in mind, and the priorities outlined in Section 4 will make sure car parks play a part in helping the Council achieve these objectives.
 12. The Council's Economic Development Strategy (EDS) is focussed on promoting growth within the District. It therefore very closely links the EDS to the overriding objective of this strategy. Objective 2a of the EDS is to "develop a long-term programme of market town regeneration to boost the visitor, leisure and night-economy" which this strategy will help achieve.
 13. This strategy provides a stepping stone towards achieving Objective 2a, but it is not an isolated solution. Regeneration of place requires many facets and this strategy provides just one of those. With the emphasis on growth and local business vitality, delivered through improving the customer experience, this strategy aims to boost the visitor and leisure industry locally in line with the EDS. Through supportive pricing structures and safe car parking, the centrally located car parks can help boost the night time economy.
 14. In October 2013 the Council's Core Strategy came into force and is in place until 2027. The Core Strategy is the long-term strategic vision for how the District will be shaped by setting out a number of broad policies to guide development. The Vision for the Core Strategy is:

"By 2027 Selby District will be a distinctive rural District with an outstanding environment, a diverse economy and attractive, vibrant towns and villages. Residents will have a high quality of life and there will be a wide range of housing and job opportunities to help create socially balanced and sustainable communities, which are less dependent on surrounding towns and cities."
 15. This strategy clearly feeds into this long term vision: contributing to making the District a diverse economy and to create vibrant towns and villages.

16. This strategy will clearly be linked to the Core Strategy when considered in reference to paragraph 3.5(9) of the Core Strategy:

“Developing the economy of the District by capitalising on local strengths, nurturing existing business, supporting entrepreneurs and innovation, and promoting diversification into new growth sectors.”

17. This strategy is therefore ideally placed to help the Core Strategy achieve its vision. It will push for growth to help achieve the diverse economy through strong local business vitality and support local tourism which will provide choice within the District to meet retail and leisure needs.
18. The Corporate Charging Policy (CCP) approved May 2016 sets out the principles for charges set by the Council. Whilst the car park service is exempt from the policy, the principles of the policy should still hold a persuasive precedent over any decisions taken with regard to car park related charges (i.e. the tariff scheme).
19. The principles of CCP are that all fees and charges will:
- Contribute to the achievement of corporate and service objectives;
 - Maximise potential income, to achieve financial objectives, unless there is an explicit policy decision to subsidise the service;
 - Be subject to equality impact assessment screening and consultation where appropriate.
 - Minimise the costs of collection;
 - As a minimum be increased annually from 1 April each year in line with Consumer Price Index (CPI) inflation increases (rate published for the preceding September each year);
 - Be subject to a scheduled review at least every 3-5 years.
20. A coordinated approach to this strategy has been undertaken with NYCC, including consideration of the NYCC Parking Strategy 2011.

The North Yorkshire County Council (NYCC) Parking Strategy (October 2011) states that: *“Successfully managing on-street parking provision has a major impact on the transport network. The benefits include:*

- *Reducing congestion*
- *Improving localised air quality*
- *Improving road safety*
- *Maintaining access to and encouraging use of public transport*
- *Balancing on and off street parking supply and demand*
- *Helping businesses with collections and deliveries*
- *Enabling residents to park near to their properties”*

The NYCC Parking Strategy, in its key principles, goes on to describe the importance of the relationship between on and off street parking: *“As previously stated the County Council has no direct control over the provision of off-street parking. Nevertheless there is a commitment to joint working with district councils and other partners to ensure that on and off street parking provision complement each other.*

Effective on-street parking management measures help to balance on and off street parking supply and demand. The inter-relationship should encourage drivers to park in designated on-street spaces for short visits and deter those wanting to park on-street for longer periods. This creates more available designated on-street spaces and helps to ensure that the provision is used by the intended categories of user namely short stay visitors, shoppers and disabled drivers.”

On parking space numbers and impact on the local economy of parking charges the NYCC strategy comments: *“7.4 A study by the Transport Research Laboratory identified a common misconception that providing as many parking spaces as possible is the best way to manage parking so as to maximise access. Rather, the key is to ensure that the parking stock is used efficiently so that the availability of spaces matches demand wherever possible. The effective management of parking provision is therefore as important as the absolute number of parking spaces provided.*

7.5 There is a potential conflict between using parking as a means of facilitating car use, and as a means of selectively controlling car accessibility (and thereby car use). In North Yorkshire a balanced approach is required to meet the needs of different communities. The rural nature of the county means many people rely on the car to access key services and sufficient parking provision at certain locations is therefore required.”

Appendix B - District Profile

1. The District has a population of 85,400¹⁵, good transport links, and relatively low cost housing when compared with neighbouring authorities. This means that the District is subject to a lot of out commuting in terms of workers and shoppers (i.e. our residents often leave the District for employment, retail and leisure, contributing to the economies of neighbouring areas rather than our own).
2. Generally speaking the District is rural in nature. This inevitably leads to higher car use by residents as there is a lack of regular public transport (and increasing pressure on rural bus routes) for several of the villages. For this reason, there needs to be recognition that effective alternative transport methods may never be possible. Private cars will, therefore, remain the only travel option for many people in the District.
3. Cars are already very popular in the District, with the number of cars in the District increasing over recent years. This is shown in the tables below. We have no reason to expect a decrease in this trend.

	Households with no car or van		Households with one car or van		Households with one or more cars or vans		Households with two cars or van	
	(No.)	(%)	(No.)	(%)	(No.)	(%)	(No.)	(%)
Households in Selby District (34,559)	5,155	14.9%	13,707	39.7%	29,404	85.1%	11,921	34.5%

Source: Office for National Statistics, 2011 Census Data

	2001	2011	Increase from 2001- 2011	
			(No.)	(%)
No. of cars in Selby District	40,808	50,350	9,542	23.4%

Source: Office for National Statistics, 2001 Census Data & 2011 Census Data

4. A market town assessment was undertaken by Spawforths in June 2015 which identified a number of car park specific issues across the three main settlements of Selby, Sherburn and Tadcaster. These are set out in the table below, along with the parish population for each settlement.

¹⁵ Mid-Year Estimates, Office for National Statistics, 2014

	Parish Population (Census 2011)	Market Town Assessment June 2015 findings
Selby	14,731	<ul style="list-style-type: none"> • Poor distribution of parking areas • A need for improved and cheaper parking • Aspirations for free parking • Aspiration for improved parking signage in the town • Aspirations for improvements in relation to the quality of the environment in Selby town centre including improved street furniture/floral displays (Based on shopper and retailer surveys for the most popular suggested improvements) • A business aspiration for free parking within Selby (This was the most popular suggestion for town centre improvements received from town centre businesses within Selby) • Access and technology aspirations – parking signage in the town could be improved to help visitors and residents
Sherburn	6,657	<ul style="list-style-type: none"> • There is a car parking availability issue • There is a need for the forward strategy to focus on adequately meeting daily shopping and service needs • Local businesses consider the poor quality of the town centre environment and availability of car parking to be the main issues facing Sherburn
Tadcaster	6,003	<ul style="list-style-type: none"> • A need to improve the appearance and vitality of Tadcaster town centre, and make it easier for people to shop locally • A lack of footfall in the town centre • A need to create facilities that will not only be enjoyed by local people, but that will also encourage visitors to come and enjoy all the area has to offer

Appendix C - Benchmarking Evidence

- As part of the Car Park Strategy review, a benchmarking exercise was undertaken, particularly focusing on car park tariffs and designation of 10 neighbouring councils (those geographically close to us) and 20 comparator councils (authorities similar to Selby District)¹⁶. The findings of this benchmarking exercise are detailed in the tables below.

2. Car Park Tariffs

In Selby town, during the charging period the tariffs in operation in the Council's public car parks are as set out below.

Selby Council tariffs:

Short Stay		Long Stay	
Duration	Price	Duration	Price
1 hour	50p	Up to 3 Hours	£1.20
2 hours	£1.00	Over 3 Hours	£3.00
Over 2 hours/all day	£5.40		

3 Selby Private Tariffs

	Selby Station	Station Road	Wetheralls	James St
1 hr	-	-	£1.00	£1.00
2 hr	-	-	£2.00	£2.00
3 hr	-	-	£3.00	-
12 hours	-	-	£5.00	-
24 hours	£3.90	£3.50	-	£5.00
Weekend 24hr	-	£3.00	-	-

The Council's car parks are cheaper than all chargeable private provision in Selby. With short stay prices up to half the price for the first 2 hour stays. Long stay prices are up to 70p more expensive in private car parks; however this does cover a 24 hour period.

¹⁶ The comparator authorities were based on CIPFA comparator data. The comparator data was based on population, retail premises per 1000 population, offices per 1000 population and percentage of properties in Bands A to D and E to H amongst other things. 20 of the 30 closest comparator authorities' car park offer were assessed.

4 Average tariffs of comparator councils:

Duration	Short stay	Long stay	Undesignated
1 hour	73p	70p	70p
2 hours	£1.27	£1.11	£1.15
3 hours	£1.75	£1.52	£1.94
4 hours	£2.74	£1.80	£2.90
Over 4 hours/all day	£6.05	£3.37	£5.95

When any free parking on offer is not taken into account, prices across these comparator councils ranged from 50p for an hour to £10 for up to 11 hours. When compared with comparator councils, **Selby's current tariff is cheaper than the average.**

5. Average tariffs of neighbouring councils:

Duration	Tariff ¹⁷
1 hour	£1.09
2 hours	£2.04
3 hours	£2.94
4 hours	£3.99
Over 4 hours/all day	£5.33

Prices across neighbouring councils ranged from 60p for an hour to £12 for all day parking. One area (Skipton) uses a 'pop and shop' scheme with a 20p charge for 30 minutes. **When these neighbouring average tariff prices are compared with Selby's existing tariff, again Selby is cheaper than the average.**

6. Free parking offer

During the charging period, there is currently no offer of a period of free parking in Council car parks in Selby town.

¹⁷ Of the 10 neighbouring councils benchmarked with, only 2 used designated parking (short stay and long stay), and these tariffs have been incorporated into an overall average using undesignated tariffs as well.

Councils which currently offer a period of free parking:

	Percentage (and number)
Comparator councils	60% (12)
Neighbouring councils	20% (2)

Out of the 20 comparator councils, there were a range of free parking offers: the first half hour free; the first 2 hours free; all day free; and free all day after a certain time. Some car parks offered free parking but with a restriction (usually 2 hours) on how long drivers could park there for.

These findings indicate a slight trend amongst our comparator councils towards offering free parking. This is perhaps more important than the trends of our neighbouring councils regarding price, as the comparator councils have economies more closely linked to ours than those of the neighbouring councils (which include a range of much larger economies such as Leeds and York).

7. Car Park Designation

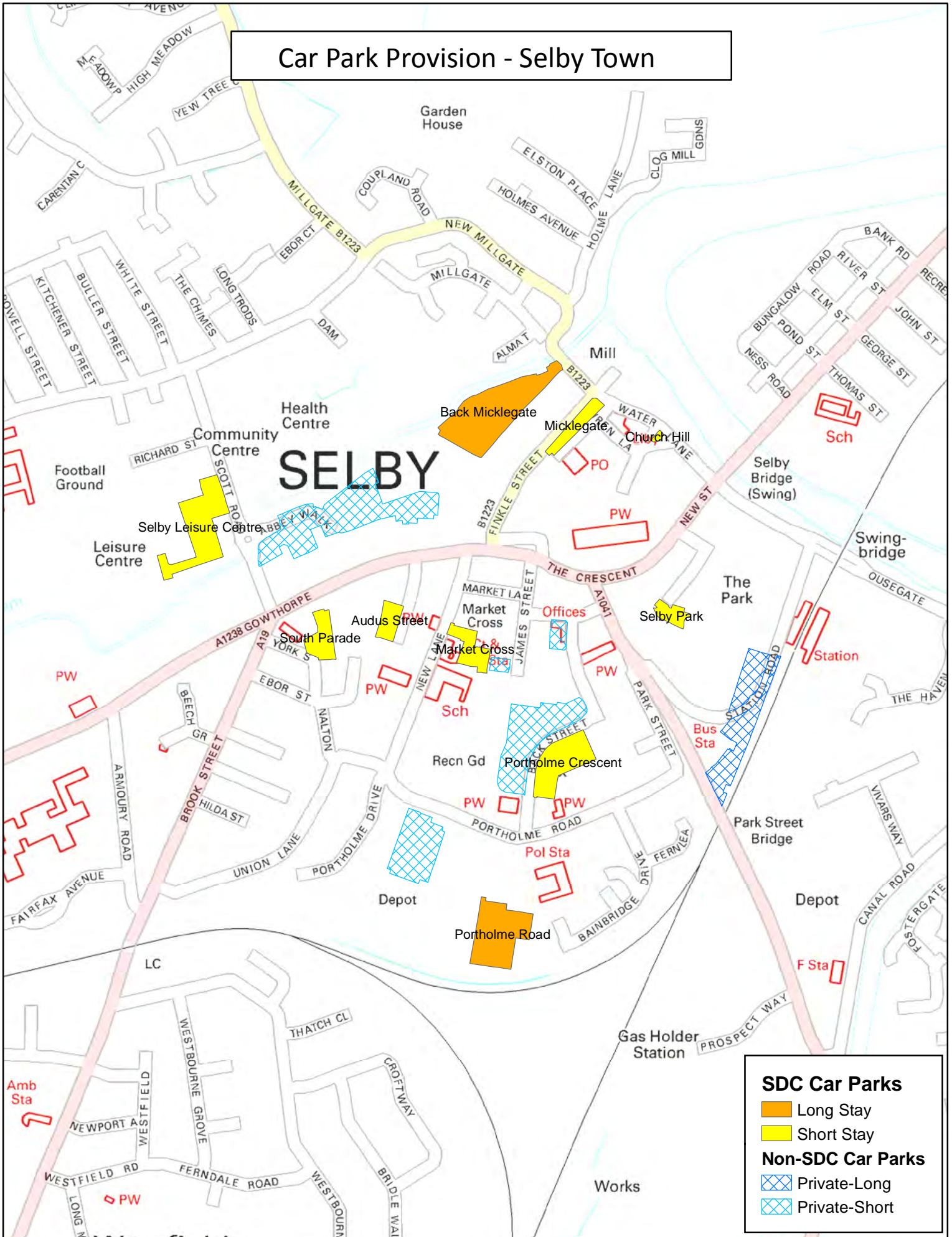
The Council car parks in Selby town are currently designated (either as short or long stay).

Councils which currently have undesignated parking:

	Percentage (and number)
Comparator councils	35% (7)
Neighbouring councils	80% (8)

These findings show there is a very strong trend amongst our neighbouring councils to use undesignated parking, **meaning that currently Selby District is not consistent with the local area.**

Car Park Provision - Selby Town

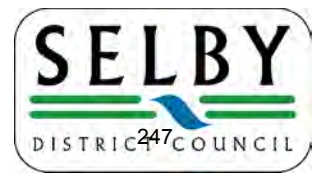


SDC Car Parks

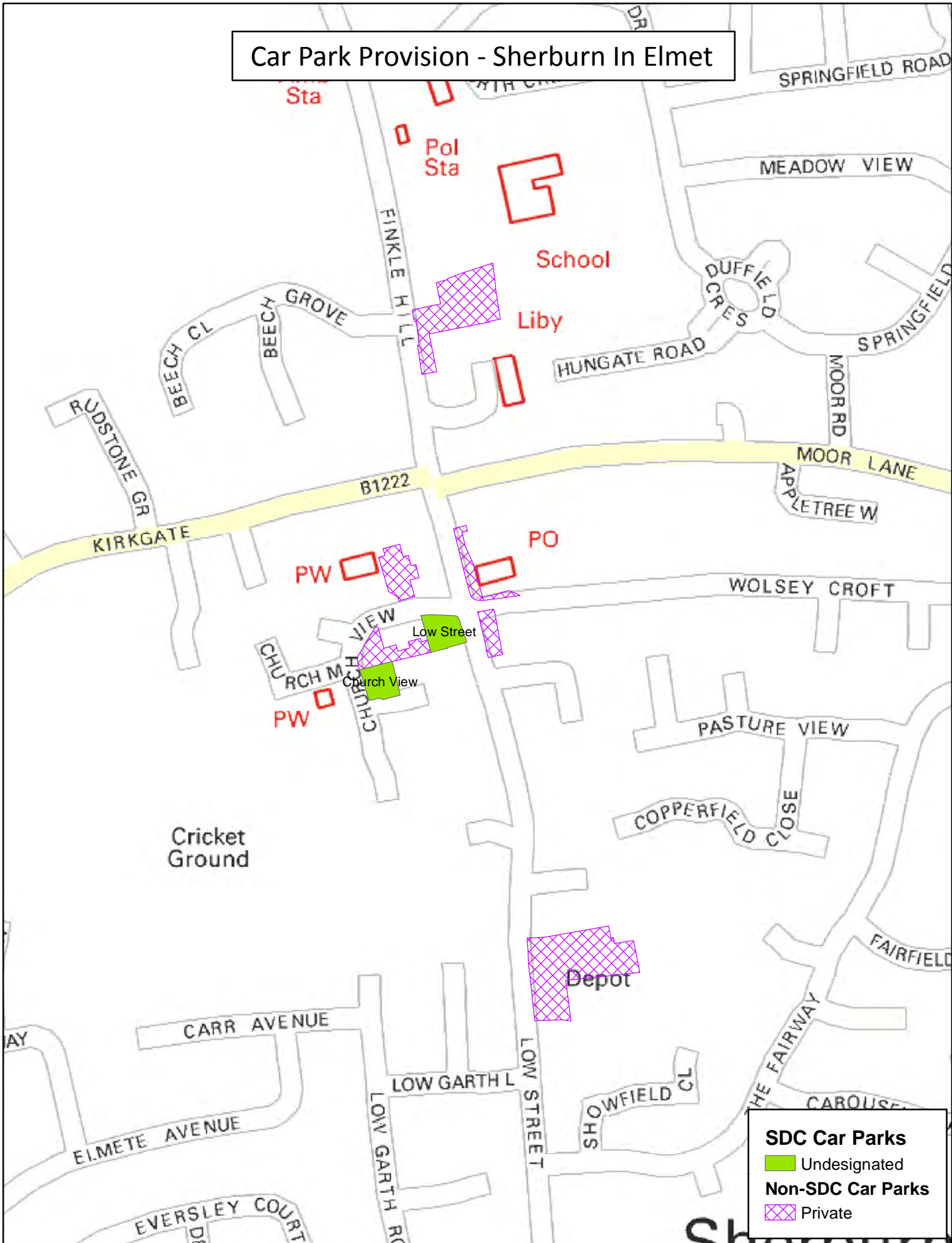
- Long Stay
- Short Stay

Non-SDC Car Parks

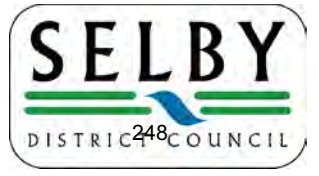
- Private-Long
- Private-Short



Car Park Provision - Sherburn In Elmet

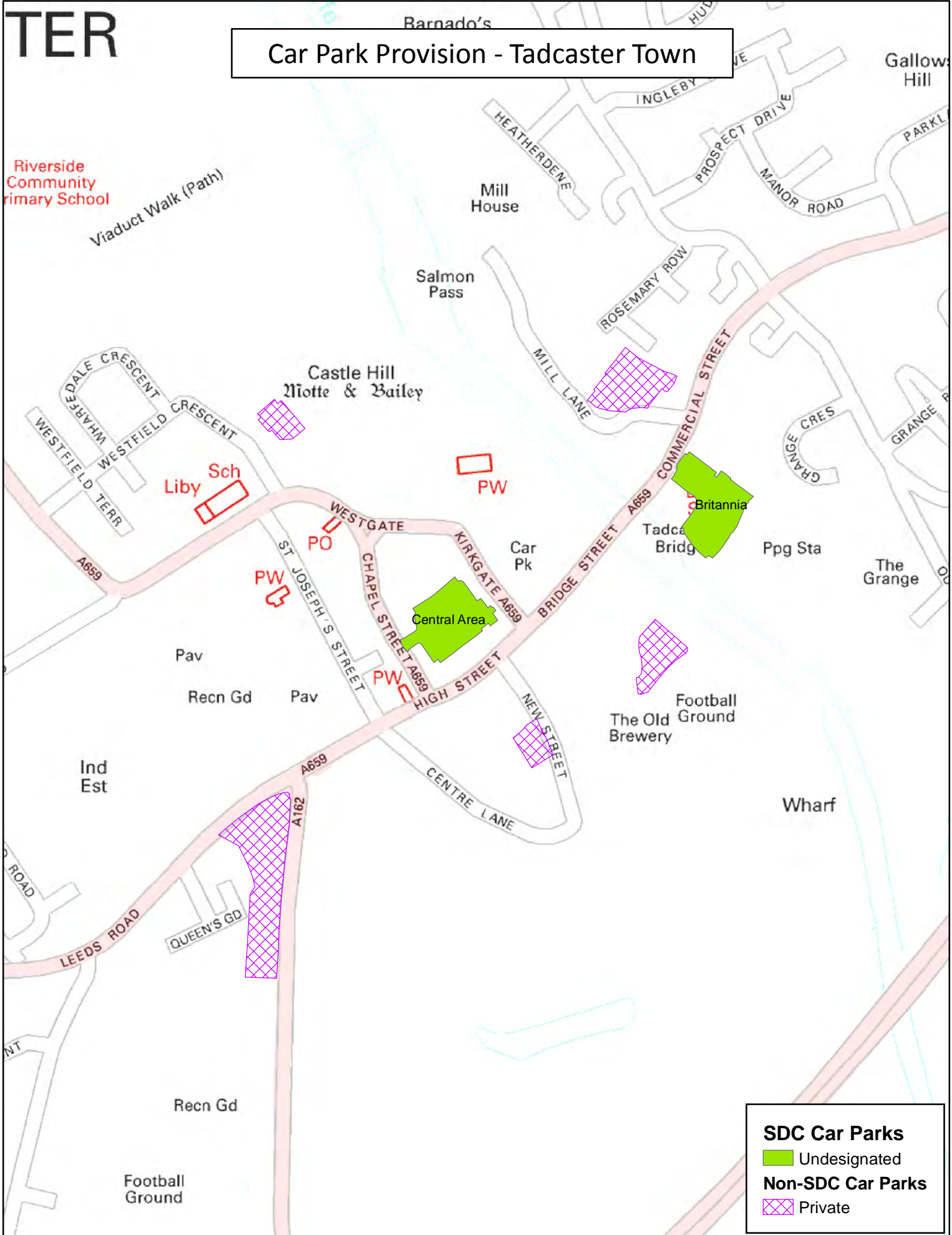


SDC Car Parks
■ Undesignated
Non-SDC Car Parks
▨ Private



Car Park Provision - Tadcaster Town

Riverside Community Primary School



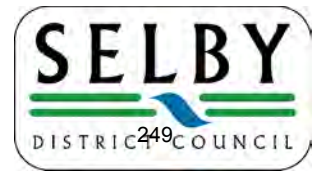
SDC Car Parks

Undesignated

Non-SDC Car Parks

Private

0 125 250 500 Metres



Draft Car Park Strategy 2017-2020 Consultation Responses		Respondent
1	<p>Selby</p> <p>I have read some of the major points proposed within the Car Park Consultation document and agree that Selby's car parks should be utilised more effectively to promote business within our town. But I feel as though there has been little consideration for residents affected by parking issues at Selby Leisure Centre and at Abbey Walk Retail Park.</p> <p>While your document claims that there is an underuse of council car parks and no problems with availability (dated 2013), it should be recognised that there have been many occasions (historically, not just recently) where the Abbey Walk Retail Park has been full. This not only impacts the traffic within the car park but has a knock on effect for residents by causing jams and parking elsewhere.</p> <p>This leads me to my point, since the opening of the leisure centre and the initiatives held by retailers to draw people in have started, I have observed many people parking on my street and adjacent streets to access the services at no cost. While this may be seen as a great thing for the town it has left many residents frustrated as they are unable to park within the vicinity of their property. I live on Armoury Road and many times I have had to park on Leeds Road, past Selby High School, to be able to return home during weekends and often on an evening depending on local events.</p> <p>I have also seen an increase in people parking between the school and Gowthorpe junction too, causing substantial delays during the recent roadworks on the bypass. As a driver and regular cyclist this poses as risk as people cross between the cars and show no care or respect while passing through, causing 'near-misses' for myself and many on bikes.</p> <p>I have tried to contact my councillors but I am always met with a response of '... but it will cost money to implement a scheme'. This is not good enough from people who represent the residents of our town at our democratically held meetings. This is not how I want to see my taxes spent, just used to further businesses while we try to enjoy our homes and lives.</p> <p>Please could you consider the knock-on effect for residents, especially those who live closer to the centre of Selby.</p>	Member of public
2	<p>Tadcaster</p> <p>Given the bad fortune our town has been through in recent times. I feel it is a bad decision and extremely bad form of the council to try and impose parking charges upon the town. The council would be better using their time to help get the bridge fixed and get the rest of the town up and running before trying to kill it completely.</p> <p>The people of Tadcaster have been more than considerate to the council in dealing with the bridge. We have all accepted the detours and additional mileage and inconvenience the bridge has caused. If anything the council should be doing anything and everything to promote the town. Not the bad press given by silly parking charges!</p>	Member of public
3	<p>Tadcaster</p> <p>I have read your report on the proposed changes to car parking in Tadcaster.</p>	Member of public

	<p>Parking is a problem in the central car park as this seems to be used by workers who park all day. I have often driven round and round and then left as I am unable to park.</p> <p>The solution could be to allow free parking for a maximum of 2 hours to allow people time to shop, bank etc. and then to charge for anything over that. This would also be beneficial for the Britannia car park where people leave their cars and then get a bus to York or Leeds for the day. It makes parking to visit the doctors' surgery very difficult.</p>	
4	<p>Tadcaster</p> <p>I am against the policy for the introduction of parking charges at any level in Tadcaster car parks.</p> <p>Every study conducted in how to regenerate the economy in towns states that car parking charging is the most restrictive. By applying parking charges you drive customers away to out of town shopping where parking is free. We need to do the opposite.</p> <p>In Tadcaster we have struggled following the flooding and bridge collapse to survive. Yes there have been issues where we have struggled with parking places. This in the main was due to Balfour Beatty taking up over half of Britannia car park for their site. Also prior to the foot bridge being installed, those who live of the East and work on the west had no alternative than to use their cars. since the footbridge opened, and the 2 hr bays were introduced parking has become less of a problem.</p> <p>Whilst overall foot fall has reduced, since those measures were introduced it has improved but not yet back to the pre bridge collapse levels.</p> <p>The proposal to introduce parking charges in March 2017 only 3 months after the road bridge opens and more parking spaces being made available by Balfour Beatty leaving town, this will have the reverse of the effect the proposal is calling to do and help the town.</p> <p>What this town requires is encouragement for the local population to come and visit, with no restrictions. It needs both Selby council and the local Town council to work with local land owners in a positive way to lift the appearance and the appeal of the town.</p> <p>Retailers in the town are doing everything they can to make their business attractive, business owners have paid for planters and plants out of our own pockets, we have pushed the council to remove items that look unattractive.</p> <p>After such a turbulent year, and a year where many have struggled to survive, we cannot afford to have the introduction of parking charges.</p> <p>Free parking is the only thing that attracts people to the town.</p> <p>That attraction is also levied at businesses as well. People come to the town to work, they park their cars, and on lunch breaks they come out and shop, spending money locally. Using local services, like dentists barbers, doctors, pharmacies, and of course local retailers.</p> <p>The town centre also has a number of residents who have cars, they need to ability to park their cars, some are shift workers who on some days will park during the daytime. Whilst this occupies a space, again those people are valuable to</p>	Business

	<p>the overall economy. Tadcaster is at a disadvantage when compared to other towns in the area, We have a wonderful river and riverside walk, but it does not have a good market, it does not have a true town centre. Tadcaster is a long narrow town. Again in studies, long narrow towns are always viewed as being disadvantaged when compared to more circular town centres. One of the reasons is the distance a shopper has to travel to see the whole town. in Circular towns this is greatly reduced, in towns like Tadcaster a car becomes essential.</p> <p>By levying charges for parking you would not only push up the costs for customers, but also the costs for local workers and business owners. Retailers would suffer at both ends of the balance sheet. They would have fewer customers, therefore income would be reduced, They would be under pressure to reduce prices, therefore they would suffer reduced margins, on top of that they would suffer increased costs themselves, as they would also suffer from being hit by parking charges. For the towns economy it is a no win situation.</p> <p>All it would succeed in doing is drive business and retailers out, the town would once again become an empty town centre, further reducing the income for the council, rather than boost it.</p>	
5	<p>Selby</p> <p>We note from the draft that you are considering cycle lockers and wondered whether any thought had been given to free parking to their two-wheeled cousins, motorcycles.</p> <p>We believe that this is a policy which has been adopted by some of our neighbouring councils although whether their circumstances are comparable to ours we do not know.</p> <p>In the case of Selby, although the idea is probably not feasible in relation to the small car parks in the centre of town, it could be a possibility that this facility could be offered in the larger car parks such as Back Micklegate and Portholme Road/Crescent.</p> <p>Although being on the periphery of the business area, due to Selby's compactness, this option may still be attractive to motorcyclists and could in time lead to other road users (even though they were paying) using these outer car parks more and helping to ease the flow of traffic through the centre itself.</p>	Community group
6	<p>Tadcaster</p> <p>Whilst I understand your desire to increase the turnover of cars in the car parks in Tadcaster, charging for short term parking is unlikely to entice people to shop in Tadcaster. If I want to shop on the high street, it is only a few minutes further to Boston Spa or even Wetherby, where an enlightened council understands that free parking encourages people to shop there.</p> <p>By all means charge for longer-term parking, but allow short-term parking to be free. This happens in many car parks and both encourages people to shop and discourages them from over-staying.</p>	Member of public
7	<p>Tadcaster</p> <p>A few comments regarding your consultation on parking, specifically in Tadcaster...</p> <p>Your summary states that the aim is to "improve the customer experience at car parks and increase throughput to help</p>	Member of Public

	<p>people shopping, working in or visiting the area." and additionally "to free up parking spaces for people using local shops and services."</p> <p>Firstly, my understanding is that there are two specific issues in Tadcaster regarding the availability of parking, firstly commuters who seem to park in Tadcaster and then car share or bus to somewhere else and secondly workers from "the Brewery", in both cases people park long term and tie up spaces all day, preventing shoppers and visitors from finding spaces.</p> <p>I can understand the need to rectify this situation, but there are a number of critical issues that must be taken into account in Tadcaster. Tadcaster was already in decline and the few businesses we have are currently around half way through a very difficult period caused by the collapse of the bridge. If your parking plan doesn't work out, I am not sure how many of them can hang on for your 12 month review of the changes. At the CEF not long after the collapse a representative of Selby Council categorically stated that there were no plans to introduce charges because of the effect it would have on business, can I ask what has changed since then? At the same time, the green spaces were introduced to help ensure there was short term parking available for shoppers/visitors, again, what has changed since their introduction? My understanding is that they have been successful, though they should really be available for 3 hours as 2 isn't quite enough to do a couple of things (lunch, haircut/massage, bit of shopping, church etc.).</p> <p>Given the risk to business in Tadcaster, it seems unfair that the consultation considers any money from parking charges in Tadcaster as "free money" which can be used to subsidise any losses made from introducing parking charges in other areas such as Sherburn, additionally, it seems unfair in general to use savings in other services to subsidise losses caused by the introduction parking charged in general. There seem to be 2 key risks</p> <ol style="list-style-type: none"> 1. People who don't have to come here will be put off visiting, Wetherby and Boston spa and nearby as is the Designer outlet - all offering more shops and as far as I'm aware free parking 2. People who must come here will be displaced and park on residential streets, introducing the need for parking permits and an escalating level of cost. <p>It's clear that there is a fine line between making parking work for Tadcaster and destroying what little life there is in the town, can I suggest that if the genuine aim is to help the town rather than milk it for money, the most appropriate way forward if charges must be applied is 3 hours free followed by hourly charges - with the option of paying for all day for commuters/brewery staff.</p> <p>Since the loss of the bridge, "the brewery" has made an area of land next to the river available for parking, can I also suggest that given the brewery staff are apparently a part of the problem, the Council works with them to ensure this remains a long term facility for their staff if not for others in Tadcaster?</p>	
8	<p>District</p> <ol style="list-style-type: none"> 1. I agree to a single tier system 2. Get supermarkets to introduce a money back scheme so that only those using the supermarket use the supermarket 	Councillor

	<p>car park.</p> <p>3. Failing that then all council car parks free for first 2 hrs, including Tadcaster and Sherburn.</p> <p>4. Coach park area in Selby needed</p> <p>5. Non transferrable tickets</p>	
9	<p>Selby</p> <p>Regarding Back Micklegate Car Park Selby - over the years, parts of the fence between the parking spaces and dam have been knocked inward by reversing articulated lorries (on an evening whilst parking up overnight) and subsequently collapsed.</p> <p>This has made the remaining part very unstable and unsightly. As one of many members of the public that cares for the feral cat colony which resides there (RSPCA aware) I'm concerned that the cats and their shelters have become exposed to the elements and possible vandalism, as it's very wobbly and occasionally children have been spotted trying to kick in the part that acts as a wind break for them. Several attempts by numerous people have been made over the past year or so to prop up the fence, but really it needs replacing.</p>	Member of public
10	<p>Tadcaster</p> <p>Good afternoon, I thought I'd take the opportunity to write to you about the Carpark consultation in Tadcaster, whilst I'd be sad to see the main Carpark become ticketed, I can see the sense of trying to encourage the turnover of spaces (especially as the usual rumour bus that its the breweries employees that clog up the car park.</p> <p>However, whilst it is quite full I've never seen it completely full and at least the short stay spaces seem to work reasonably well (though if you are wanting to head to Sainsburys over the footbridge it doesn't give you enough time).</p> <p>What I would I say is that as the local minister of Tadcaster Methodist Church, a number of our members would struggle on Sundays for parking (if you had Sunday charges as well after 5pm for various meetings etc).</p> <p>If it helps tourist/shopper turn over then I'm in favour as long as outside of mon-fri working hours the charges can be dropped. Of course if charges are applied shoppers/tourists may instead just head to Wetherby or Sherburn where parking is free.</p> <p>Another concern would then be, if the rumours are true, about employees of the breweries still needing to park, whether they would then park on residential streets (which are already reasonably full); and put pressure on private car parks and drive ways etc. (we have 3 disabled bays at our church and this may force us to have to monitor our own car park more closely).</p> <p>I'd hope though, that if having a charged Carpark is decided that this may on be put in place after the bridge has been reopened as this could cause additional hurt to town residents. Equally by that time access to Sainsburys and the other Carpark would change demand (and could drive town shop customers to the supermarket instead?).</p>	Community Group (church)
11	<p>Tadcaster</p> <p>I am writing in response to the consultation document which is currently available regarding parking charges in Tadcaster.</p>	Member of public

	<p>After reading this document I have reservations around the impact this will have on visitors coming to the town centre. Tadcaster is already struggling to recover following the floods at the end of last year, this is still evident from the number of closed premises on this high street. I am concerned that charging people to park in Tadcaster will only lead to a further decline in visitors to the town, from my own experience of speaking to people who live both in Tadcaster and surrounding areas, they have indicated that paying to park will discourage them from visiting the town. They have instead stated that they would travel to Wetherby where they can park for free, this would surely have a detrimental effect on businesses already struggling with economic recovery.</p> <p>Furthermore, I saw no reference in your consultation document to the parking provision for residents. A number of residents from Chapel Street, Westgate, Kirkgate and the High Street use the car park due to the unavailability of on street parking in these areas. Will they be issued with permits or expected to pay charges? Again, this is not encouraging people to move to the area if they are then expected to pay to park near their residence, I am sure that currently the number of spaces occupied by residents is minimal, what will the provision be?</p> <p>What will the provision be for business owners who park in the central car park during the working day? They are already in a position of trying to maintain a business whilst recovering from the flooding, will some provision be made available for business owners and workers? I do not see how charging them to park near their place of business will contribute to their economic recovery.</p> <p>Many people in Tadcaster rely on this car park, business owners, visitors and residents and have done so for many years. The scheme introducing a limited number short stay spaces in my mind was a good idea although I am sure whether this was monitored. This scheme provided a turnover of parking spaces for visitors to the town wanting to shop or have lunch, attend an appointment etc. whilst still providing long stay spaces for workers and residents.</p> <p>I fear introducing charging will drive people away from Tadcaster, this is the feedback I have had from people I know who currently visit the town. They will be more inclined to drive elsewhere so they can park for free for an unrestricted time.</p>	
12	<p>District</p> <p>Thank you for your recent consultation on your Draft Selby District Council Car Park Strategy Document.</p> <p>I wish to commend the author on the references that have been made to the Park Mark Safer Parking Award Scheme, in particular the aim for all Selby District Council car parks to have and maintain the Park Mark standard.</p> <p>It really is important for car parking facilities to provide a safe, non-threatening environment for users. This helps to encourage use and return visits. Where there is a high incidence of vehicle crime it can negatively impact on visitors perceptions of safety.</p> <p>As an assessor for the Park Mark Safer Parking Award Scheme, I regularly check police recorded statistics for Selby District Council car parks. It is pleasing to report that none of your car parking facilities give any cause for concern. It is important that this scenario continues.</p>	Police
13	<p>Selby</p>	Member of the public

	<p>I would like to comment upon your carpark strategy with regards to Back Micklegate carpark. I am one of the regular feeders of the group of feral cats who live under the trees in this area. Myself and several other people ensure that they are fed and watered daily and maintain their kennels etc. We also have a dedicated Facebook page on which we post regular updates and requests for assistance etc.</p> <p>Over the years we have attempted to improve and fix the old piece of fencing that exists between them and the parking area and have in the past braced it to stop it falling over and have tried to set up windbreaks. We would be ever so grateful if some funds could be found to replace this piece of fencing as part of the strategy works - it is very unstable and is beyond repair (we know because we have tried). Replacing this fence would improve the aesthetics of the area and would also serve to protect the cats and vehicles that use the carpark.</p>	
14	<p>Selby</p> <p>I currently hold a car park permit for long stay parking in Selby and am a regular user of Back Micklegate Car Park. I drive to Selby from Cawood for work and this car park avoids having to go through town. There are always plenty of spaces but it is often plagued by litter and stray cats. The green areas are overgrown and full of weeds. The toilets also look rather unattractive and unsafe. So there is room for improvement!</p> <p>I would welcome the ability to be able to pay by phone. One of the reasons I have bought a permit is having to find cash is a nuisance and the pay machines are often out of order.</p> <p>I used to park in Portholme Crescent before it became short stay (and too expensive) and have often wondered at the logic of having a car park so close to town that is always practically empty. So I hope the new strategy will lead to it being better used.</p> <p>I stopped using Portholme Road car park because it is ill-lit and the green areas are overgrown which made me feel unsafe. I did send the Council an email on this subject but received no reply. The pay machine at this car park is also dreadfully slow, even though it is useful to be able to pay by card.</p> <p>In summary, as a worker in Selby I need to be able to park easily, close to town and at a reasonable price in a place that is well-maintained and safe.</p>	Member of public
15	<p>Selby</p> <p>In answer to your request to improve car parking in Selby may I submit a couple of personal suggestions? If the old car park spaces that are behind the old council building where cleaned up and the overgrown trees and bushes cut back, this would make the place more attractive to motorist being asked to pay to use the park.</p> <p>My suggestion would be to create a weekend "Park and Ride" on Saturdays and Sundays by using the car park outside the New Selby War Memorial Hospital. A bus stop is already there and the park does not seem to be used by the Council staff at the weekends. Other spaces that do not seem to be used at weekends are the doctors' surgery, which could bring in revenue to the NHS.</p>	Member of public
16	<p>Selby</p>	Multi-agency Air

	Yes it would be good if you could feed into the report that the Action Plan Steering Group feel that it is an action we would like to pursue to have electric charging points and some priority parking for electric vehicles in the SDC car parks especially those in Selby. The really important one is the Park Street one as this has to be accessed and egressed via the AQMA.	Quality Management working group
17	Tadcaster I have received a complaint this morning regarding the lack of disabled parking bays in the Central Area Car Park at busy times. As the need is there for more disabled bays would it be possible for more bays to be made disabled?	Member of public (via Town Council)
18	Selby I and my business partner are both long stay permit holders and what with us recently receiving a letter regarding the council wanting feedback regarding the current parking arrangements, I thought I would email you a suggestion. Currently, our permits only have one vehicle registration box. Households with more than one car would find it useful to be able to use the permit for more than one vehicle as logistically this is sometimes required. The permit could show say two car registrations. Since there is only one permit, this would not be open to abuse as the permit could only be used for one vehicle at any one time.	Business
19	Tadcaster I would like to voice my opinion about the car park charges at TADCASTER, With everything that has gone on in the last year or so Don't you think that we have suffered enough with not having visitors to our town that was just getting good. WE DO NOT WANT OR NEED CHARGES ON OUR PARKING and no I'm not a shop keeper or own rented property I'm a RESIDENT OF TADCASTER and I think that as a council you should start listening to the people I know where only little but we should count.	Member of public
20	Selby I have read with interest the new parking consultation document. On a personal note, I was pleased to read about the use of the half hour free parking in some similar areas to ourselves. This is something I have long thought about as a step forward for Selby. I do tend to use supermarket car parks when I just wish to pop into Selby....like many others....and this strategy would certainly make me rethink taking a valued space up in a store car park. I also was heartened to read of the deregulation of long and short stay car parks as a possibility....I get confused by which is which and I'm a local! I often use the trains to travel to Leeds....and sometimes London...and station parking is often virtually impossible after the commuters have parked. I really would like to see car parks flagged up as potential sites for station parking...and at a rate the same as the station or less...for 24hours. Just a few thoughts from a local resident car user!	Member of public
21	Tadcaster Adequacy of knowledge of the parking profile – especially current which is chaotic and 6 months after bridge reopening. Essential and free daytime for those bringing and creating wealth into the town centre, retail users of the town, those	Member of public

	<p>who work in town and do not have dedicated/employer provided parking, medical and health centre users. Essential and evening/weekend parking for those who live in the town centre in accommodation built before say 2010. During the day 1 car parking space per dwelling – after that a contribution from owner/occupier. For those who simply come to use the buses to York and Leeds and not spend then they need to pay at a price equal to those prices that they are avoiding. For those commuting to work in York and Leeds then SDC are providing a service at the benefit of the two cities and the 2 cities should be paying a direct contribution to the SDC – such payments are not new in principle, but as with education and welfare then the 2 cities are wealthy on the back of the areas within the SDC</p>	
22	<p>Selby I welcome your review of parking in Selby. My chief concern is the availability, cost and proximity of parking for more than 2 hours. For example if we go to Summit, there is a good chance we may go over 2 hours and the cost is prohibitive and it seems wrong that Summit should refund the large amount. Surely near- by car parks should have a far more reasonable fee for long term car parking. Whilst the long stay car parks could be used, I attend Summit with various young children and all the sports gear needed so would like to park in the nearby car park. If we were to eat there as well as do 2 activities the car park may be needed for more than 3 hours. (Though probably not much more than that.) If you could make the 2-4 hour limit more affordable and available, that would make a tremendous difference to Selby I believe. The idea of the first hour being free in car parks would also be incredibly beneficial for shops.</p>	Member of public
23	<p>Selby I think we should look into the price we charge for parking permits and also the cars parked at the leisure centre using membership permits. It costs around £80 a month for short stay permits and around £40 a month long stay permits. I think the main reason we have to look at making more car spaces at the leisure centre is because people are paying £25 a month membership fee and parking all day for £25 a month. We should look at making the permits at the leisure centre maximum 3 hours with separate permits for staff.</p>	Councillor
24	<p>Tadcaster At the consultation meeting in Tadcaster on 26th September it was acknowledged by council representatives that each of the areas within the Selby district had different issues/requirements, yet they felt a blanket policy across the area would be the best solution. My opinion is that a policy tailored to each town would be more effective. As a business owner in Tadcaster, I would support the introduction of a system whereby users could benefit from 2 or 3 hours of free parking after which charges could be implemented at a rate to discourage all day parking. A permit system (chargeable) for traders would be helpful as many premises do not have parking spaces.</p>	Business
25	<p>District One suggestion from my husband and I, as both residents of Thorpe Willoughby for over 50 years, and myself as a Parish Councillor is: That all car parks within Selby Town, Tadcaster and Sherburn should be free of charges <u>for all weekends</u>, i.e.</p>	Member of public/parish councillor

	including Saturdays, to encourage trade, social events and general visiting. This could be done as a trial period and certainly for the whole of December at least.	
26	<p>Selby</p> <p>At the Town Council meeting on Monday 26 September 2016 the consultation on the Car Park Strategy was discussed. Councillors would respond individually to the District Council. Council asked whether the District Council has considered a Parking Disc Scheme, where 2 hours free parking is given to shoppers on making a purchase from local shops. The system works well in other towns in North Yorkshire. The Town Council receive several complaints from residents that are parking in Abbey Walk, Sainsbury car park. They do not realise that there is a charge after 6pm as all other car parks are free in the evening. Could we ask that you encourage Abbey Walk car parking company to embrace free parking after 6pm in an evening in line with other car parks in Selby.</p>	Town Council
27	<p>District General</p> <p>1. It is felt that the surface of the existing car parks needs to be improved and bays widened to accommodate modern vehicles. It can be problematic for a whole range of residents to access and egress vehicles within the current bay widths.</p> <p>Charging</p> <p>2. It seems manifestly unfair that Sherburn and Tadcaster residents and shoppers enjoy free parking while Selby residents do not (other than in the time restricted supermarket car parks).</p> <p>3. Whist it was felt that a short, free period (one hour) would encourage shoppers into Selby there was no consensus on what charges should be for other periods.</p>	Parish Council
28	<p>Tadcaster</p> <p>The above subject was discussed by the councillors of Bolton Percy, Colton & Steeton at the meeting last Tuesday 4th October. Councillors had various comments to make, but the most obvious thought before any decisions could be made, was what cost the charges will be? Could you please reply to this email with these. The subject will be discussed again at the Parish Council meeting on 1st November.</p>	Parish Council
29	<p>District</p> <p>The public viewing of the consultation was, for some reason, not available for viewing. It is my intention to offer my views for your consideration.</p> <p>1. I will disseminate my thoughts and leave you to construct an argument on costs and comparable times.</p> <p>2. Parking areas will be divided into supermarket and 'High Street' areas.</p> <p>3. It is not unreasonable to suggest that the supermarket chains will invade all markets, by product, to get a greater share</p>	Parish Councillor

	<p>of the public market - whoever it is and wherever it is, whether you have to travel to them or they deliver to you. Supermarkets are providing a greater range of products - hence taking whatever portion of their competitors market they can - by product, quality and prices. To do this they have to be ruthless with their suppliers, costs and provide the facilities that do not give the driver aggravation - car parking - either free or for a limited, 2 hrs?, amount of time.</p> <p>4. To do this the 'private' sector has to provide ease in transport form and parking and cost. Parking is limited and in many instances 'controlled'. Public transport is limited. Cars are from the end of the drive. So many families have cars now that the latter is what they ask for or order the goods to be delivered on line at a small cost. Car parks have an additional burden - a cost to time ratio.</p> <p>The subsidisation of bus routes by County will not happen and not viable in the number of passengers and bus route timetables.</p> <p>5. We now come close to a summary, supermarkets will supply 60 - 70% of a shoppers needs. If you want to support the high street shopper and the stores there is very little you can do. Ultimately there will be very few quality stores in Selby. Certainly the main chains will not come here. There is a chewing gum and beer can image to the town. Clear that up and you have SOME chance. The ' Pound Shops 'are the buyers future'. They are not the image that many would wish for but their costs balance out the parking.</p> <p>6. The answer?? What about high street shopping malls to keep rates down? What about a 'No Increase' in costs decision? What about easier planning for 'out of Town Centre' sites? There may even be a case for DEDICATED merry go round bus services stopping only at shopping areas and stores. Such services will have to be consulted upon and subsidised.</p> <p>Not an easy problem but it exists and a 25 year plan for Selby will surely be necessary.</p>	
30	<p>Selby</p> <p>To encourage the economic development of Selby we must:</p> <ul style="list-style-type: none"> • Welcome visitors to our Town Centre by making their journey as easy as possible. • Provide easy vehicular access to and through the town from all directions. • Provide enhanced & attractive Town Centre Car Parking at affordable rates possibly £2.00 for 3 hours. (I don't think 2 hours gives enough time in our current Town Centre Short Stay Car Parks) • Re-Introduce short stay Car Parking on the Market Cross area on Non-Market days (the removal of this facility I think has been the single most damaging change to the Selby economy since 2008, the empty barren space broadcasts a strong message of a struggling economy!) • Enhance the vehicular entrances to or Town with smartly cut grass verges around the recently sponsored roundabouts. (comments provided as part of the Economic Development Strategy consultation) 	Business
31	<p>District</p> <p>Car parking charges- work with other towns and cities to develop an pre- paid swipe card that can be used across the</p>	Parish Council

	district –these can be topped up as and when required but save the possible theft from machines and the need for correct change making journeys/parking in and around the district less stressful. (comments provided as part of the Economic Development Strategy consultation)	
32	<p>Selby Escrick Parish Council welcomes the opportunity to comment upon Selby District Council’s Car Park Strategy. The consultation was discussed at our meeting on Monday 3rd October, and the following represent the views of the Council:</p> <p>1) Overall we agreed with the structure and the approach of the strategy. The rationale for the strategy is clear and appears in our view to be appropriate. Any changes that make it easier for residents of outlying Parishes to make trips to Selby are very much welcomed - noting that for many rural residents driving is the only feasible option.</p> <p>2) We specifically welcome the recommendation to remove the distinction between short-stay and long-stay car parks. We would highlight in particular that the current ‘short stay’ designation of the Selby Leisure Centre car park is particularly problematic, as sports clubs and lessons can often take longer than the short-stay parking time.</p> <p>3) We note that the aspiration to “Provide the option for telephone payments in Council car parks.” Whilst we support the aspirations to provide alternatives to cash, we believe that a range of options are required - such as contactless bankcards and mobile apps, with most councillors citing they found most telephone payment systems difficult to use in practice. It was also noted that cash should be retained as an option for those that want to use it.</p> <p>We would be grateful if you could keep us informed of further developments with regard to this strategy.</p>	Parish Council
33	<p>Tadcaster I have just read your policy document and have some comments. Due to the on-going bridge works the Britannia car park is currently down to about 8 spaces, until this area is returned to normal it should not be looked at for revenue generation. After that there should be free parking for those visiting the doctor's surgery, as you state in your document people who live in the countryside have to rely on vehicles due to the poor provision of public transport. To tax people to go to the doctors seems wrong ethically. Many people do use that car park to catch the bus to Leeds or York where they don't live on a bus route, again it would seem to be wrong to penalise them further.</p> <p>The central car park can be difficult to park in. However I cannot see where you propose displacing long stay parking to. It would strike me that charging would just change behaviours so that cars would be abandoned around the residential areas of town or to other places such as the swimming pool or supermarket making those areas more difficult to park in. Without greater provision of parking you will only be moving the problem around the town whilst using those who are just popping into town as an income generation scheme.</p>	Member of public

	Anyway these are my thoughts. Best I start saving my change as it does seem a done deal.	
34	<p>Tadcaster</p> <p>I would like to express my dissatisfaction in the upcoming plan to commence fees for car parks in Tadcaster. This is a small village and I think with the recent flooding and mega disruption to businesses we need to get them back up and running. By charging you will prevent people from coming to the town and therefore cause further suffering to businesses. I have never had trouble finding a space, yes it can be busy but only since the fall of the bridge as most local people walk. However I would not be happy to pay £5.40 to park behind my hairdresser as I generally have my appointment after work which is usually over 2 hours and would need to drive from Leeds. I really don't think it's appropriate in our village and particularly not at this time. Give the village a break please.</p>	Member of public
35	<p>Tadcaster</p> <p>I don't think you should put parking charges on in Tadcaster, Wetherby is only 4miles away ,they don't pay and they have more shops so I think people will bypass Tadcaster and go there,</p>	Member of public
36	<p>District</p> <p>As a driver with a disability that affects my mobility, I have a Blue Badge. This has proved to be a very helpful facility. I trust that drivers in a similar situation to me will continue to benefit from free parking. I would like to suggest that there are a few more spaces “converted” to blue badge spaces, particularly on Church Hill. Parking there is tight, but is nearer the market and so it’s where I prefer to park on a Monday. I realise that blue badge spaces are wider and that helps me get my walking aid out ready, and therefore they take up more space but perhaps a slight redesign of the layout near the Three Swans might be considered?</p> <p>I am wholly in favour of car parking enforcement BEING FAIR AND NOT a revenue generation tool. No financial targets or bonuses should be assigned to the issuing of Penalty Charge Notices. This might mean some training for Civil Enforcement personnel.</p>	Member of public
37	<p>District</p> <p>Hambleton Parish Council would be in support of a 'first 2 hours free' parking approach, with charges for a longer stay. This could possibly be controlled by the parking discs which are in use by other councils such as Northumberland.</p>	Parish Council
38	<p>Selby</p> <p>I have been told on good authority that coach operates still want to include Selby Abbey in their tours, but there is a lack of parking. A loss of revenue for the traders and the council. And it is the Abbey which attracts the Americans- after all that is where their national flag was founded (comments provided as part of the Economic Development Strategy consultation)</p>	District Councillor
39	<p>Selby</p>	Business Owner

	<p>Having read the draft Car Park Strategy on your website, I wish to submit the following comments:</p> <p>It is pleasing to see that Selby District Council are investing considerable resources in an effort to get the strategy right. The issue of parking is fundamental to securing the economic viability of a town, both in terms of attracting footfall to high street shops and in the provision of affordable parking for those who work in the town.</p> <p>One of the key aims of Selby District Council is to make Selby a great place to do business. In recognition of this, I believe it is imperative to acknowledge that those of us who run businesses in the town centre are competing against out of town developments in terms of recruiting staff. In order to attract high calibre, professional candidates, we have to be able to offer an affordable parking solution to rival the free parking that is often available at business parks and out of town locations.</p> <p>Many professional offices are relocating to such business parks, and one of the attractions in doing so is the availability of parking at such sites. However, such a move has a negative effect on our high streets and the impact is twofold; not only are business premises standing empty but the staff who would otherwise be working there are no longer helping the local economy at lunchtime, after work etc.</p> <p>One of the suggestions in the draft Car Park Strategy is to remove the distinction between short-stay and long-stay car parks. I wholeheartedly support this suggestion and believe this is a sensible way forward. This will encourage greater use of car parks, rather than the current divisive system which only serves to restrict parking options. The next step is to agree a sensible parking charge and I believe it is important to consider the cost of annual permits in this. At present, it is possible to purchase an annual parking permit at Selby train station for £325.00, compared to £468.00 at a Council long-stay car park. Therefore, Selby District Council is not currently offering best value.</p> <p>I do hope these comments are useful and will be considered during the consultation process. Should you have any queries, please do not hesitate to contact me to discuss further.</p>	
40	<p>Tadcaster</p> <p>Whatever charges are introduced I do hope that you will allow 2hrs free parking at both car parks in Tadcaster. 2hrs free parking would allow time to visit the doctor's surgery and shop, visit dentists etc in the town. Unlike Selby and Sherburn in Elmet, Tadcaster have very few shops and amenities and it would be grossly unfair to treat us the same as these other thriving communities and would deter people coming to support the few shops we have. After the floods/broken bridge this is the last thing needed!</p>	Member of public

41	<p>Tadcaster</p> <p>I attended the CEF meeting at the Riley Smith Hall last night where I found out that you are conducting a survey/consultation on car parking policy in Tadcaster. I have not seen a policy document nor any mention of the survey in “Tadcaster Today” which is the Town Council’s means of contacting residents about important matters affecting the town. You have not publicised your consultation very well.</p> <p>Parking in Tadcaster is a problem, alleviated in West Tadcaster by the temporary use of Tadcaster Albion FC car park and the temporary car park behind the Chocolate Box. The single most helpful action has been the introduction of the “green” short stay spaces in the central car park – which do appear to be being used as intended. However, the ratio of “green” to normal spaces may need to be reassessed after the bridge is reopened.</p> <p>Parking at the East side of the bridge is very restricted – partly because of the footbridge and construction work area, which are temporary. Even when the car park by the bus station was not restricted, it was usually very full. This is presumably with people using the buses to Leeds and York. It would be useful to encourage more use of the buses so could some sort of parking area be made available close to the bus route, but maybe not in the centre of Tadcaster?</p> <p>Long stay parking in the town centre must be people working in the town or using the buses. For those working in the town, it would be useful to have a dedicated car park near to but not in the very centre. Since some of this parking must be brewery workers, can the brewery (SSOB) be encouraged to provide some spaces on unused land behind the brewery, for example the old gas works area? John Smith’s do provide parking at the end of London Road which is also used by Innserve.</p> <p>There is an area in the central car park behind the shops in the High Street that is rarely used because it looks so difficult to access. Can these shop workers be encouraged to use these spaces rather than the main car park area?</p> <p>There was mention of charging for parking – this was unpopular at the meeting for many reasons. Mainly, people park here either for work or shopping, neither of which should be discouraged. To charge for short stay would send shoppers away from the town – the free car parking is a big attraction. To charge for long stay will make it difficult to recruit in the town so the businesses will slowly die. We are also trying to attract visitors and walkers to the town – charging for car parking makes it unattractive for anyone not sure how long they will be here for. So please exhaust all other possibilities before introducing any charges. Charging also penalises the less able bodied who need transport into the town centre.</p> <p>The point was raised at the meeting that the ways in and out of the car park for pedestrians are very poorly</p>	Member of public
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	<p>signposted. This could be improved. Also, the exit on foot to Chapel Street needs a footpath or marked pedestrian route to increase safety. When driving out of the car park into Chapel Street there is a large bush which blocks the view of traffic coming up Chapel Street and also blocks the pavement on that side of the road. Can this bush be kept smaller?</p> <p>Good luck with your consultation – I hope this is helpful</p>	
42	<p>Tadcaster I attended the Tadcaster CEF last night and like many others there, heard for the first time about a consultation on car parking in Tadcaster. This suggests that publicity about the consultation is lacking.</p> <p>Car parking is a problem in Tadcaster but the provision of some time limited parking in the main car park has alleviated much of the problem of all day parking filling the car park to the exclusion of those wishing to shop in Tadcaster.</p> <p>I would be strongly opposed to charging for car parking as it is a key selling point for Tadcaster that parking is free. Charging would be the final straw for many traders who are struggling in the present situation. If there is a charge for parking, shoppers will simply go elsewhere leaving Tadcaster town centre to close down.</p> <p>Car parking is required for those wishing to use the town and for those who work here. All of these people are critical to Tadcaster's well-being and prosperity and all need to be catered for.</p> <p>The sight of two traffic wardens putting tickets on contractor's vehicles that were working on repairing properties in Bridge Street following the flooding was a PR disaster for Selby who were made to look a laughing stock.</p> <p>I hope that Selby will leave Tadcaster parking free so that the town has a chance to recover and to thrive rather than driving potential shoppers to places where parking is available and free.</p>	Member of public
43	<p>Selby I am writing on behalf of Morrisons Supermarkets. Firstly, thank you for the meeting that you held for us before the consultation period to give us some background information before seeing the draft car park strategy.</p> <p>We have had a look at your proposals and agree that the overriding objective should be "to use the council's car parks as a platform to boost the local economies of the district by improving the customer experience" which is the same as Morrisons objective of serving customers in the best way that we can which includes making sure our customers shopping experience is as easy and pleasant as possible.</p> <p>We also agree with the five priorities that you have identified which all look as though they are good ways in making sure the car parks in the district contribute to improving the customer experience for all visitors of Selby.</p>	Business

The ways in which we would like to see these five priorities met are by yourselves implementing long and short stay car parks. Even though you have looked at neighboring authorities and seen that they do not designate car parks to short and long stay we believe that if you did have long and short stay car parks in Selby it would benefit both customers and the people in employment in Selby. This could be done by having short stay car parks in central locations that are free parking with a maximum stay limit which would mean the customers would not have the expense and irritation of trying to find money to pay for parking whilst still making sure there would have a constant customer turnover in the car parks. Or, If you wanted a revenue stream from these short stay car parks rather than having a maximum stay you could have the option where customers pay for the additional time over a period of free parking which would also help keep this customer turnover constant. Then there could be long stay car parks in the less busy areas of Selby for the visitors wanting to spend longer periods of time in the town centre and employees of Selby businesses where people would have to pay for a longer period of time. This would give the workers and longer staying visitors the ability to park and help the meet the needs improve the experience of both the customers and the employees of Selby, this would also bring a revenue stream for the council.

We believe this strategy would meet all five priorities as it would:

- Meet the customer needs with regard to car park provision as the council car parks currently look very empty and quiet compared to the private car parks such as our own stores. Therefore bringing in the short and long stay parking should mean all car parks should be better utilised and should give the customers and the workers more option on where to park improving their experience as everyone will not all be trying to park in the same car park like they do the Morrisons car park due to our maximum stay free parking.
- Establish a fair, sustainable value for money tariff as it gives the the customers and the employees the parking provision at a fair price whilst still creating a revenue stream for the council.
- Provide well maintained car parks which meet the customers needs as the long and short stay parking would make more of the car parks in the town centre more appealing to park in as they would get a fair charge on their parking which would mean the provision will have increased and the revenue streams created form these parking charges will give the council the finds to maintain the car parks.
- Maximise the use of the car parks for the benefit of the community and local businesses as the short stay car parks will be better utilised as there will be no preference to park in one short stay car park over another which will mean that

	<p>there will be plenty of spaces in each car park for all customers to park easily and the long stay car parks will help provide fair parking for the people that work in the local community and the local business.</p> <p>As for the fourth priority of the car parking charges effectively ensuring equity and consistency for customers this could be met by having ANPR in the car parks to make sure that people do not over stay their free period allowance in the short stay car parks and if they do stay over the maximum stay period there could be fines.</p> <p>I look forward to hearing from you.</p>	
44	<p>Sherburn</p> <p>Sherburn in Elmet Parish Council agree with the overriding objective of this strategy which is "to use the Council's car parks as a platform to boost the local economies" (paragraph 1.6 and repeated at 3.1). Furthermore paragraph 40 of the National Planning Policy Framework 2012 notes that local authorities "should set appropriate parking charges that do not undermine the vitality of town centres".</p> <p>It is clear that the vitality of the town centre is a priority at both district and national level. That is very welcome given that the businesses in the centre of Sherburn are suffering with competition from the Aldi store (which has free parking) and closure of both banks (which amongst other things brought in trade from nearby villages). Introducing inappropriate car park charges would be a serious mistake and would contradict the stated aim of boosting the local economy.</p> <p>The Parish Council believe that allowing two hours free parking on the car park in front of the social club, but having charges after that, would help ensure a turnover of spaces for customers to the village centre shops. However we feel that the rear car park on Church View should be kept free of charges so that it is available for long stay parking. We feel very strongly that introducing charges on this car park would simply displace parking onto residential streets with resultant disputes and road safety issues. In particular we already have a serious problem on Wolsey Croft, which inappropriate parking charges would only add to.</p> <p><u>A Universal Approach - A Mistake</u></p> <p>Priority 1 (at 4.2) says that it is a priority to "move away from long and short stay designation to a universal approach". But then Priority 2 notes that "There is no simple formula that can be given on determining the right kind of tariff to be introduced nationally because every location is exposed to an individual set of dynamics and factors". We cannot see how the individual factors in Sherburn can be taken into account if SDC are looking for a universal approach.</p>	Parish Council

On page 34 it is stated that "These findings indicate a slight trend amongst our comparator councils towards offering free parking. This is perhaps more important than the trends of our neighbouring councils regarding price, as the comparator councils have economies more closely linked to ours than those of the neighbouring councils (which include a range of much larger economies such as Leeds and York)."

But then on page 35 the report notes that "These findings show there is a very strong trend amongst our neighbouring councils to use undesignated parking, meaning that currently Selby District is not consistent with the local area".

The suggestion that SDC should be consistent with neighbouring councils and not designate car parks as long or short stay, is at odds with the previous page where it is noted that trends in comparator councils (with similar economies) are perhaps more important " than those of the neighbouring councils (which include a range of much larger economies such as Leeds and York)."

These switches in emphasis indicate that only limited weight can be given to the need for a universal approach. As Paragraph 40 of the NPPF indicates the emphasis should be on ensuring the vitality of the village centre.

Some Food for Thought:-

Selby

819 Council 941 Private Total 1760 parking spaces. Population 14731

Number of residents per Parking Space = 8.37

Tadcaster

244 Council 112 Private Total 356 parking spaces. Population 6003

Number of residents per Parking Space = 16.87

Sherburn in Elmet

39 Council 136 Private Total 175 parking spaces. Population 6657

Number of residents per Parking Space = 38.04

NB we have 718 homes being built in Sherburn which at an average of 2.3 people per household (2011 census) adds another 1651 to the population. So with a population of 8308 we will have 47.47 residents for each parking space.

	<p><u>Summary</u></p> <p>The clear priority here must be the vitality of the village centre and we need a policy which is suitable for Sherburn and reject the need for a universal approach. The Parish Council believe that having two hours free parking on the car park in front of the social club, but charges after that, would help ensure a turnover of spaces for customers to the village centre shops. We also feel that the rear car park on Church View should be kept free of charges so that it is available for long stay parking.</p>	
45	<p>Selby</p> <ul style="list-style-type: none"> • There is a lot of side road parking in Selby outside terraced housing off Brook Street which is used by people avoiding car park charges (for work mainly) but residents often have to pay a car park fee until after 5.30 pm. There is an income gap just waiting to be tapped. • Leeds Road (right hand side coming into Selby) is getting overly crowded by cars parking for free - another untapped income gap. • If people working in Selby (contributing to the local economy) were given free parking passes we may attract more businesses. • Resident Only Parking will force people into car parks (York allows zero street parking unless it has street meters). • Free street parking is causing congestion - difficulties for buses- delivery vehicles. • Pop and Shop Parks are a great idea but should be for 1-2 hours- because dentists & pharmacies & options are in town. • Improving the visuals - is all well and good but look what we ended up with in the market place - the people of Selby are disappointed and ashamed of it because it lacks vision and looks like concrete slab. • Maps and information should be in the market place = one hub only costs less than 5! • If you want to attract people to Selby - dress the market place using local businesses who care what the outcome is. 	Member of public
46	<p>Selby</p> <p>I would like to make a couple of comments regarding your car park consultation :1st ,if the portholme crescent car park was long stay and cheaper I think you would find it would always be busier(as it used to be)it's too expensive now of you have to pay if you work 5 days a week . 2nd all ticket machines should have card payment facilities (like they used to) as not everyone has the correct change on them everyday, it's the feels like a step backward having coin only machines,3rd surely it's not fair for shoppers to park for free in Tadcaster while shoppers in Selby have to pay especially when it's run by the same council.</p>	Member of public
47	<p>Tadcaster</p>	Town Council

	<p>Please find comments below collated by Tadcaster Town Council following the Council meeting on the 6 December 2016, a consultation on the Town Council Facebook page and comments by members of the public:-</p> <ul style="list-style-type: none"> • That a free period of 2/3 hours be available in both car parks before charges are implemented. • Assurance that businesses are not handicapped by the introduction of car parking fees. • A solution/scheme needs to be established around workers in the town, possibly a permit system. • That Selby District Council engages with local landowners to discuss the possibilities of using private land for car parking purposes. • That an increase of disabled bays be considered. • That Tadcaster be considered as a small town and not as a city or large town should parking charges be implemented. 	
48	<p>In response for comments;- Tadcaster</p> <p>General; as Tadcaster is the smallest area compared to Selby, the needs are completely different and should be considered in isolation.</p> <p style="padding-left: 40px;">The free parking has always been a merit for visiting the centre and should not be discarded. There seems to be no suggestion of additional areas, therefore its shuffling of available spaces. Due to the bridge problems additional parking has been created, can these become permanent.?</p> <p style="padding-left: 40px;">As part of the Tadcaster Medical Centre, PPG, have asked me to lodge our concern where any changes may create additional stress for patients, and further any charges imposed would be hitting older people with medical needs.</p> <p>As an extension to this there are no disabled parking spaces, nor set down spaces etc, near the centre this really needs rectifying. There is a safety risk outside the centre especially when double Decker buses are swinging round the end bay to leave., due to congestion outside the centre.</p> <p>To mitigate on these items, restricted times say Mon to Friday between 8 and 6 for one hour in the main car park, i.e. when patients are attending surgery would help?</p> <p style="padding-left: 40px;">There are two “Hackney carriage” spaces outside the Britannia, which in my experience are never used. I do not recall any licensed taxi in Tadcaster? These would be more useful for disabled use.</p>	Medical Centre

	<p>Many spaces are taken up by all day users, making it more difficult for them does not achieve anything except the risk of their businesses leaving Tadcaster.</p> <p>I have not seen any response from the Town Council where local issues such as this should be pursued.!?</p>	
49	<p>Selby On the car park map, page 36 of the consultation document there is a mention of the private long and short stay car parks. The hatched areas are both blue however should people stay for more than 2 hours in any of these car parks they will be penalised and may incur a fine. If the car park map is to be used then may I suggest the private car parks are referred to as 2 hour car parks. My personal comment is that there is a lack of signage throughout the town showing people where to park in Selby. Visitors to the town have no idea where to park. Having a map on the SDC website would be a starting point then finger posts through town.</p>	Member of Public
50	<p>Selby Good Free car parking will have a direct effect on footfall within Selby town centre. I believe there is a shortage based on the new housing in Selby of around 2000 spaces. The car park behind Sainsburys could be optimised and made free. Likewise these is additional land near to the river area which could be utilised effectively. Strategic car parking is a must have. The scope for Selby town centre is amazing and also along the river bank assuming additional parking and lower shop rental costs. Where is Marks and Spencer??? Selby needs one.</p>	business
51	<p>Selby Hello, please find the comments from 50 people who were consulted on the Abbot's Road estate:</p> <p>Selby car parks are in places in a very poor condition, filled with pot holes, puddles with charges that locals already feel are too high. Concerns over the wish to maximise potential income – the town struggles to keep local shoppers due to the wide layout and additional shopping areas such as Abbey Walk and Market cross. Private parking companies who manage the supermarket car parks hinder the night time economy as charges still apply into the evening. Abbey walk car park is now empty apart from the few who continue to get caught. In addition the empty car park which is also dark deters people from shopping in Sainsbury's and the level of customers in the store after 7pm is outweighed by staff.</p> <p>This plan must include charges stopping after 6pm in Abbey walk when the shops shut (Sainsbury's is still open but plenty</p>	Town Councillor

	<p>of parking is still available)</p> <p>Free parking after 1pm needs to be introduced as Selby is like a ghost town on a Saturday afternoon. This would attract locals and encourage shopping local.</p> <p>No price increases in line with inflation. The town is too spread out, does not appear to offer what locals need and struggles to keep local business. With the new house builds we need to encourage these new people to shop in Selby not deter them to outer town shopping complexes where parking is free and Selby has 4 local ones.</p> <p>Re-introduce the 20p charge for up to 30 minutes – to drop off/race to the bank etc. Without it people will not nip to a local shop i.e. farmfoods for milk, they will go to a free parking supermarket and the smaller shops miss out. Or people risk it and get a parking ticket and in protest shop elsewhere.</p> <p>The size and location of parking spaces, i.e. too small or too long for a family car/estate car (enthusiastic parking attendants still ticket these cars). Parking spaces that are too near to a wall, share tree roots etc. Easy examples of this are in the Market cross car park behind Yorkshire bank.</p> <p>This report should also feed in with the at times poor bus services and high costs to use public transport, i.e. 'if the bus service was better and cheaper I would not take the car into town'.</p> <p>Ensure coach parking spaces are added.</p> <p>Free parking if the back Micklegate market is rained off. The area is already paid for by STC and the threat of getting a parking ticket is negative when it is not needed.</p> <p>The negative perception of the Council (over parking charges) and over zealous parking attendants needs to be addressed. By introducing: Free Saturday pm parking, 20p for half and hour and not increasing parking charges the town will now that the Council are listening to their concerns and encourage them to shop local.</p> <p>Lastly parking charges should be the same in Sherburn and Tadcaster with the same offers so it is a level playing field to Selby.</p>	
52	Selby	Member of Public

	<p>It would be beneficial for a pay on exit scheme especially for the back Micklegate car park. This would allow shoppers to spend more time and therefore more money in town. On entering you would receive a coded ticket which would be inserted on exit - machines should be contactless card payment to save costs and would be quicker.</p> <p>The private car parks such as the one at Abbey Walk should be made to be brought in line with the council car parks with regards to costs and time. At the moment you must pay after 6 if you stay more than 2 hours (which you would if going out in the evening). The penalties are horrendous and existing system is very open to abuse. They do not even own all of the land the car parking spaces are on! Should be looked into further.</p>	
53	<p>Tadcaster We have 2 shops in Tadcaster and have been established for 25 years. During this time we have seen a lot of changes in Tadcaster and the most drastic one has been the effect of the bridge collapse in December 2015. This event has had a devastating effect on the town and it will take a long time to recover economically when the bridge is restored in 2017.</p> <p>The last thing that we need is an extra burden imposed on us with car parking charges.</p> <p>I appreciate that there too many cars parked all day in the Central Car Park which obviously makes it difficult for visitors to park and visit shops etc.</p> <p>A simple solution would be a Disc Parking system similar to Harrogate which would allow 2 hours FREE parking and a separate PERMIT area for people who live/work in the town centre.</p> <p>The three breweries need to be involved and they should ensure that their employees are parking in staff car parks and not in the public spaces.</p> <p>Car Share can be encouraged too and also the use of Public Transport.</p> <p>To summarise: To introduce charges at the present time is shortsighted and unfair. The decision should be delayed until 2018 at the earliest and a proper consultation should be carried out instead of a poorly presented single event which was not publicised effectively.</p>	Business

54	<p>Tadcaster</p> <p>Please accept my comments on your car parking strategy for Selby.</p> <p>I am principally concerned with Tadcaster but have a single general comment.</p> <p>For the purposes of reducing pollution, noise, traffic congestion, road traffic accidents, health and global warming it would be beneficial to the population as a whole if there were a charge for all car parking, including short-stay parking. This charge to discourage the use of cars.</p> <p>Such an approach would be difficult for the council to achieve as they have no control over free parking offered by retail business.</p> <p>However, this point should be acknowledged as a key aim of the council's parking strategy. The parking strategy that should be integrated with plans for public transport, plans to encourage walking and cycling and general planning policy set to minimise motorised travel where possible.</p> <p>Free short-stay parking can be particularly detrimental as it encourages local residents to make "quick" trips to the shops in their cars. Such short journeys are the worst in terms of generating pollution and carbon emissions.</p> <p>My comments in terms of parking in Tadcaster.</p> <p>It is wrong to "demonise" long-stay parking.</p> <p>Many drivers using long-stay parking may be working in the town and are essential to the shops and businesses operating in the town. A daily charge would make a significant impact on their income, particularly those working at or near the minimum wage. For example, a £5 daily charge would equivalent to a loss of about £1,250 of their income. Preventing these people from working in Tadcaster would be just as detrimental as a lack of short-stay parking deterring shoppers. More should be done to encourage the larger employers to provide sufficient car parking for their staff and workers.</p> <p>The use of Tadcaster car parks as a "park and ride" for workers in Leeds and York is not necessarily detrimental as it supports the bus services operating through Tadcaster and it reduces all the problems associated with increased traffic mentioned above. If long-stay charges were introduced these drivers would be deterred from coming to Tadcaster. The</p>	Member of public
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	<p>fact they park in Tadcaster on the journey to work brings trade to the town. Perhaps the council might explore the possibility of enlarging the Britannia St car park.</p> <p>The current plan to split the car-parking in the central car park between bays for short-stay and long-stay parking is a solution to the problem which will work if it is properly policed. The employment of persons living in Tadcaster to achieve this will be beneficial in terms of increasing local employment or as with other services, you may be able to employ volunteers.</p> <p>Safety.</p> <p>There are safety issues for pedestrians associated with the central car park.</p> <p>There is no marked, reserved pedestrian access from the car park into Chapel Street. If access across the waste ground or the Falcon open seating area is prevented, this leads to pedestrians walking in the road. Bearing in mind some small trees cause the entrance to the car park being a blind corner there is an increased risk of an accident. There are no warning signs to slow down or that pedestrians are likely to be in the road.</p> <p>On Chapel St there is not an adequate route for pedestrians to cross the entrance to the car park. This is particularly so for those with a pushchair, pram or wheelchair. The entrance needs to be re-designed to deal with this problem.</p> <p>The car park is used as a pedestrian footpath from Kirkgate to Chapel St as the alternative route is significantly longer and on narrow pavements. This traffic would be reduced if the council would take steps to ensuring that the public footpath that runs from Kirkgate to Chapel St and which is currently blocked by a wall and iron railings, is opened up for public use. The path is marked on the definitive public rights of way map held by NYCC. The law is quite clear on the opening of such a footpath.</p> <p>Mentioned has been made of improving signs to the various passageways and ginnels that provide access to the car park. The council should seek the registration of these routes as public footpaths in order to ensure that they can be retained in the future.</p> <p>Thank you for the opportunity to comment on your proposals.</p>	
55	District	Member of public

	<p>In summary – policy document is in draft form?? However:</p> <p>Free for 1 hour to take the pressure off the supermarket car parks. Suitable charges after this time.</p> <p>Free parking for the whole week before Christmas would be a more appropriate gesture than just Saturday/weekend.</p> <p>Thank you</p>	
56	<p>Sherburn</p> <p>Concerned about parking charges in Sherburn in Elmet.</p> <p>Been a Sherburn resident for 34 years and what massive changes in the last couple of years. Already hardly anywhere to park without causing problems. Double yellow lines that still people park on yet no enforcement. Few spaces outside the parade of shops (Crusties to Starkeys) are now restricted. Coop offers free parking but yet that's now only a 2 hour window otherwise you're issued with tickets. Maybe this should have been thought about before all those houses started to be built it's not a village anymore it's getting bigger yet amenities aren't getting improved.</p> <p>No to parking charges !!!! Will cause even more disruption.</p>	Member of public
57	<p>Sherburn</p> <p>As you are aware, Sherburn has the lowest number of parking spaces per capita in the district.</p> <p>There is unused land behind Jackson's butchers. This could be leased by the council and used for extra parking as many Sherburn shoppers come from satellite villages.</p> <p>Long term, new developments in the centre should include underground parking.</p>	Member of public
58	<p>Selby</p> <p>There are three distinct users of car parks: those who commute, those who work in the town and those who visit the town for short-term visits (shopping, leisure pursuits, meeting friends, business meetings). Within those groups there are the diverse needs of individuals (disability, poor mobility, accompanying children etc) - each group and sub-group has specific needs some of which will overlap.</p> <p>What we need to encourage in the town is a community which looks to the town not just for a place to live but also its entertainment, leisure and recreational activities rather than encouraging a dormitory life which does not support a healthy economy for the town, its residents and its businesses. All our parking availability needs to help develop a thriving town and community.</p> <p>We need some free parking to encourage people into town to shop and relax - 2 hour free disc parking works in other North Yorkshire towns so why can we not have something similar. This provides an opportunity for people to visit the town and go into local shops to collect and return the discs and hopefully make some purchases. There should then be a small charge for an additional 2 hours to encourage people to stay longer and higher charges after that.</p>	Town Councillor

	<p>We need stronger enforcement around on-street parking and parking on pavements which make the pedestrian experience unpleasant particularly for families with pushchairs and the elderly with mobility scooters. These enforcement funds should be retained in the district and used to enhance and improve current provision and provide cycle routes -all car parks should include some cycle racks - there are always vandalism issues around cycle lockers and if they are provided then sufficient funds needs to be set aside to keep them in good repair.</p> <p>Free parking must be available after 6:00 pm on all car parks and SDC must work with private car park owners to ensure this is offered to encourage people to use the town and grow the nighttime economy. The large developers should be shamed into offering this once their Shops are closed. They take a great deal of money out of the town and its community and should be putting some of this back by offering free parking after 6:00 pm. The more people are helped to use the town during the evenings, the more they will use it during the day.</p> <p>There should be more free parking around town events - 1000s of people come into town for Funday, Bonfire, Food festival, Christmas lights market and Abbey Fayre. Next year will see our first Selby arts festival. These events help residents and visitors to enjoy the town and have a look round and use the local shops and businesses and hopefully plan return visits. Free parking on these days would show a real commitment by the District Council to support the town and its traders and businesses. At a time when many towns are dying SDC must do all it can to keep Selby alive and encourage people and new traders into the town.</p> <p>Coach parking would allow local organisations and minor authorities to encourage more Coach companies to visit the town. The weekly market would benefit from this as would the Abbey with a knock-on effect on other businesses particularly restaurants and cafés.</p> <p>This new strategy should encourage more people into the town and its current residents to spend more of their time and money in the town.</p>	
59	<p>Tadcaster I am writing with regard to the proposal to introduce car parking charges in Tadcaster. It is the strongly held belief of all members of this Parish Council – and of those members of the public consulted – that this measure would be totally counter productive.</p> <p>As you are aware, the flood of December 2015 has had a severe effect on the economic situation in Tadcaster; people who used to drive across from this village to shop have become accustomed to going elsewhere, now that they are unable</p>	Parish Council

	<p>to cross the road bridge. To impose yet more penalties, by way of charging for parking, would we feel further dissuade visitors and potential customers, be detrimental to the re-invigoration of the town.</p> <p>If, as has been posited, the proposed charges are intended as a means of restricting the times vehicles are parked, then we would suggest that the use of parking discs would not be an unwelcome measure.</p> <p>Given all of the above we would urge that parking charges be not imposed in Tadcaster.</p>	
60	<p>Selby First and foremost I believe that SDC should continue to provide <u>and run</u> its own car parks and charge for the use of them.</p> <p>These car parks should be properly surfaced and marked out – with adequate space between cars. Our “South Parade” car park is a disgrace!</p> <p>There should be adequate signage for all the car parks for short stay/long stay.</p> <p>Parking meters are, in my opinion, the simplest, most efficient means to achieve our aim.</p> <p>There should be <u>fairness</u> in that it should not be only Selby Town Car Parks that carry charges. The cost of providing <u>adequate</u> car parks and <u>proper</u> usage is best provided by parking meters and our own Traffic Wardens and any fines paid to us (“Adequate” here means well surfaced and marked out).</p> <p>“Disc Parking” in my opinion is not cost efficient – and is far more complicated to operate than our present system.</p> <p>There should be liaison between S.D.C. and private parking esp. in our supermarkets. There is inevitable confusion esp. affecting the night economy. We should aim for best practice being free parking 6pm-8am – and free all day Sunday.</p> <p>I have campaigned since the introduction of car park charges by S.D.C. that Tadcaster in particular charges too. If not you will soon find – if you haven’t already – that motorists will park all day! Blocking proper usage. If you employ wardens to stop this – they have to be paid for.</p>	Town/District Councillor
61	<p>Selby As a Wistow resident I believe there Should be free or permit for residents council parking to encourage shopping in Selby.</p>	Member of public

	<p>Since the 2 hour limit of free parking at Sainsbury's I do not shop in Selby. Might as well go into York , Sherburn , Leeds. Will also cease to go to town centre dentist, solicitors, accountants etc The town does not offer a good enough retail experience to warrant paying for parking. Majority of shops and market stalls are of poor quality (how many charity shops do we need to have!) and uninteresting, so little incentive to visit if have to pay. My supermarket shopping now in York out of town as other retail stores to visit, park free, or use good value park and ride to shop in city.</p>	
62	<p>Selby Please note :</p> <ul style="list-style-type: none"> a) I am restricting my comments to Selby as this is the town nearest where I live and the one that I use, and require parking space in, most regularly b) I am commenting from experience under 3 headings <ul style="list-style-type: none"> i) As a resident since 1993 who regularly shops in Selby Town Centre, so requiring shorter-term facilities ii) As someone who works from time to time in Selby, so requiring longer-term facilities iii) As someone who, through both work and personal interest has a knowledge and understanding of Selby's traffic problems over 50 years. <p>1. <u>Short-term parking</u></p> <p>Since 2008, I have regularly driven into Selby to shop in the supermarkets, at the Monday and Saturday markets and using the shops on Gowthorpe and surrounding streets. I do this in both mornings and afternoons; on weekdays and at weekends.</p> <p>From this long experience, I can confidently state that, apart from the obvious and predictably busy times around Christmas, and short-term pressure such as in Morrison's car park at the end of the Selby Abbey school day, I never have a problem finding car parking space in one of the supermarket car parks.</p> <p>It is therefore unrealistic to expect me to pay to park further away from the town centre in one of SDC's car parks (e.g. at the former Civic Centre) when I can park for free in the supermarket area.</p> <p>Your report stated – but with no statistics to back it up – that supermarkets/businesses around these supermarkets felt that their parking spaces were being unfairly used up by people parking who then do not use their shops. In the absence of any evidence to back up this claim, I doubt its truth very strongly. This doubt is based on two reasons</p> <ul style="list-style-type: none"> a) Personal experience, as per para 2 above b) Personal experience in that I do indeed park at Sainsbury's, then visit the shops in Gowthorpe, but then return to use Sainbury's/Wilkos etc after that shop. 	Member of the public

In any event, how could such a 'you can only park at Abbey Walk if you are shopping only in the shops here' policy realistically be enforced? Is it really being proposed that I should do my Sainsbury's/Wilko's shop and then drive to an SDC carpark to do my Gowthorpe shop? Such a requirement would produce extra traffic on the roads and increased pollution arising from short-term journeys.

As your consultation document points out, there are 692 free car parking spaces available at the three main supermarkets in town. They allow at least 2 hours free parking. For all but the most exceptional events (Saturdays before Xmas, TdY) I would argue from extensive personal experience, that this is entirely adequate in terms of both capacity and time allowed.

Indeed, your summary points out that the provision of free parking is the most favoured aspiration.

These 692 places meet this aspiration for a large majority of the time, and given the relatively inferior nature of SDC's provision in terms of capacity and site, I'd argue that there is little SDC can do to encourage drivers to use their facilities given that drivers would have to pay and park in less convenient locations.

Yet I do understand that SDC has, for many reasons to collect revenue from car parking. I'll outline my thoughts on that in section 2.

In the meantime, my thoughts on free parking are as follows

- a) Your document shows that a majority of comparator councils provide free parking in some parts of the town. Thus, I would recommend that SDC offers this facility at the Church Hill and rear of Town Hall sites, with an offer of 1 hour free during weekdays and Saturdays (and evenings and Sundays remaining free as at present), and then charges of say £1 for up to 2 hours and £3 for more than that, with clear signage to longer-stay parking areas if that's what the customer needs.
- b) The free parking spaces currently along Ousegate (from the St Leonard's Charity shop, across the lights to the junction with Church Hill) are removed (presumably in conjunction with NYCC) to aid traffic flow
- c) SDC works with the owners of the Abbey Walk parking area to allow free parking there in the evening to allow people to park and walk to events at the Abbey and to be able to enjoy a meal at a local restaurant without having to think of the 2 hr restriction.

2. Longer-term parking and possible alternatives

When I have to spend a day working in town, it is very difficult to find cost-effective day-long provision. Thus I support SDC's proposal to increase the number of permits for businesses to be able to offer clients and workers a better deal than currently on offer via direct payment at the ticket machines. I would also agree that a charge of around £5 per day is not exceptional for car parking in the centre of town, so I would agree that a charge of this level is justified in places like Back

Micklegate, with a reduced charge of say £3 for up to 3 hours.

However, signage should clearly be in place to show that this is a long-stay car park and that there are alternative, short-stay facilities in the town centre.

I would also like to see the day-long parking problem attacked by making it easier to use public transport. I live in Cawood, and until a few years ago, it was possible to catch a bus that delivered me into town a few minutes before the start of the business day, and had services that I could use at the end of the day just after 5, 5:30 and up to 6. Thus it was possible to use the bus to support a day's work in Selby without the need for a car and thus without the need for a car parking space.

The bus timetables have now been recast so that the first bus arrives after the start of the business day at 9, and the last leaves around 5:20, making business use of the bus impossible. Working with NYCC, can SDC not ensure that as a condition of the licence to run the service, bus companies must ensure that workers can use the service to meet normal business hours as was done until a few years ago?

Again, thinking of alternatives to longer term parking in the town centre, can SDC not try 'park and stride' ? Possibly a dozen or so spaces in the car park at the Civic Centre or if a similar space can be rented from Home Bargains on their site where folk can park all day for say £2 and then walk into town? Perhaps only an earner in the region of £5K annually, but at least showing willing.

In terms of the railway station, yes, it's good to see an increase in use of rail facilities, and parking there is often full. Can SDC make use of the land adjacent to the road bridge or the parking spaces opposite Viking Shipping, or even on the strip of land still available near Bridge Wharf to make a few more parking spaces? Alternatively is there space available beyond platform 3, with access via the current hugely overgrown lane immediately on the left between Bawtry Road bridge and the Fire Station footpath?

Finally, is there any possibility of at least a short-term let of the currently empty land at the former Rostron's site? With the seeming indefinite postponement of the Olympia Park development, pressure for parking spaces in the Barlby area may well have lessened.

3. General observations

I hope that SDC can strongly resist any demands for on-street parking along Gowthorpe and for the return of parking in front of the Abbey.

There is no space along Gowthorpe, and there are already a few bays provided anyway, and the argument of "I just wanted to stop for a minute to buy a newspaper" no longer holds : there aren't any shops for that kind of purchase along Gowthorpe now. Larger pick-up requirements can be serviced by parking at Morrison's or Sainsbury's to the

	<p>immediate rear of Gowthorpe properties.</p> <p>A return to parking outside the Abbey would provide scant benefit for large damage. There could be no more than about a dozen spaces, there's huge potential for pedestrian/traffic conflict, and it would also ruin the current space and vista outside the Abbey which, let us not forget, is a historic building of major importance and Selby's main tourism asset.</p> <p>Can you really aim to welcome tourists and then expect them to dodge traffic whilst attempting to take in the fine architecture of the frontage?</p> <p>Would it really be welcoming for newly-weds to have their photos taken with the lines and tarmac of a parking area in the foreground, or for a funeral party's solemnity disturbed by someone noisily reversing into a tight parking spot? I think not.</p> <p>Similarly – albeit on a slight tangent – the speed table adjacent to the Market Place. To my eyes that does exactly the job intended. It reduces traffic speed and makes vehicle drivers and pedestrians be aware of their surroundings. Unless NYCC can produce figures to show that accidents here have increased due to the speed table, it should remain. Again do we really want pelican lights interfering with the view of the Abbey and the accompanying electronic bleeps interrupting religious solemnity?</p> <p>Your report makes much of customer satisfaction. I think most folk expect reasonable prices in a secure, well-lit area with good driving surfaces. I do appreciate that SDC does need to get revenue from parking, and long-stay car parks are a reasonable way of doing this. However, given the current availability of well-positioned and free supermarket parking spaces it is unrealistic to think that SDC's short-stay sites can compete. Thus, instead of fighting an unwinnable battle, get some good publicity by making central SDC parking areas such as Church Hill free for a reasonable time too.</p>	
63	<p>Selby</p> <p>I am a business person who has operated in Selby for nearly 30 years .</p> <p>I have read the documents in relation to the strategy. I can see it has been done with intelligence and will I trust be concluded with integrity . I would like to make comments for consideration in the final outcome .</p> <p>The document has mentioned the need for better signage. This is a priority & something I have discussed many years ago on numerous occasions with nothing ever forthcoming . Whilst a supporter of less road signs signage towards car parking is a valuable exception . My business draws many customers from around the north . Many struggle to find car parks won arrival . Back Micklegate being the one that seems harder to find.</p>	Business

	<p>Could I also state that on occasions I have visited Malton . Their system is sensible & fare & as a Town not too dissimilar to Selby it could save valuable time to speak to them on how well the system works & is accepted by traders and the public. One hour parking is gratis and all other parking is chargeable . Wardens are there to enforce.</p>	
64	<p>Selby Having reviewed the car parking strategy I would like to make the following points:</p> <ul style="list-style-type: none"> • Please can you provide plans/proposals of the new improved directional signage scheme for Selby short stay car parks • Please can you advise on what the reduced parking charges will be and the max stay in the short stay car parks. We strongly feel 3 hours is the optimum time to achieve the desired turnover of visitors to the car parks which helps improve the local economy. When Morrison’s reduced the max stay time from 3 to 2 hours it actually had a detrimental effect on trade in the town centre, as all of our retailers on Market Cross can vouch for, not a positive one as the strategy suggests. • The Market Cross council car park is in desperate need of resurfacing/relining as well as a new lighting scheme – please can you advise when this is happening. Also whilst on the point of maintenance the strategy suggests that car parks will be inspected every 6 months. We feel this is too long between visits and that the car parks should be inspected for damage/defects on a monthly basis. Please could you also provide details of what the inspections will consist of? <p>I look forward to hearing from you,</p>	Business

Selby District Council

REPORT

Reference: E/17/16

Item 11 - Public



To:	The Executive
Date:	3 August 2017
Status:	Non Key Decision
Report Published:	26 July 2017
Author:	Richard Wood, Planning Consultant
Executive Member:	Councillor John Mackman, Lead Executive Member for Place Shaping
Lead Officer:	Dave Caulfield, Director of Economic Regeneration & Place

Title: Local Development Scheme

Summary:

The Local Development Scheme (LDS) sets out a timetable for the preparation of a Local Plan and its relevant documents. It represents a public statement as to what Local Plan documents will be prepared over a three year period, identifying key milestones and preparation arrangements. The purpose of this report is to consider a draft sixth Local Development Scheme (LDS) for 2017 to 2020.

Recommendations:

- i. The Executive recommends the updated Local Development Scheme to Council for approval (to resolve to bring into effect).

Reasons for recommendation

It is important that there is clarity about what work is being undertaken to progress the Local Plan for Selby District and what documents will be produced. Local Plan documents have key implications for places across the District and for communities, businesses and organisation across and beyond the district. There is a legal requirement to produce a Local Development Scheme, which must be made publicly available and kept up-to-date. Following consideration by the Executive, the

Local Development Scheme will be considered by Council so that the scheme can be brought into effect.

1. Introduction and background

- 1.1 The proposed new Local Development Scheme for Selby District Council covers the period 2017-2020. It reflects discussions on options for moving forward with the Local Plan which have culminated in a proposed approach of preparing a Site Allocations Local Plan document first, followed by a Development Management Policies document. The proposed approach reflects key messages in the 2017 Housing White Paper, an officer critical assessment of options and previous advice from Planning Advisory Service (PAS) and Peter Brett Associates (PBA) Consultants.

2. The Report

- 2.1 The first proposal in 'Fixing our Broken Housing Market', the 2017 Housing White Paper, is *"making sure every part of the country has an up-to-date, sufficiently ambitious plan so that local communities decide where development should go"*. Where local authorities are not making sufficient progress on producing or reviewing their plans, the Government will intervene *"so that communities in the areas affected are not disadvantaged by unplanned growth"*.
- 2.2 Three fundamental choices as to what happens next with the Local Plan have been assessed by officers:
- a) A new Local Plan - replacing the Core Strategy with a single new document also including Sites and Development Management Policies
 - b) A Sites and Policies plan – keeping the Core Strategy
 - c) A Sites Only plan – keeping the Core Strategy and relying on existing national and local Development Management Policies
- 2.3 The recommended way forward is that a Sites Only plan would be prepared first, followed by a Development Management Policies Plan – and then by a new full Local Plan. This route is less likely to lead to legal challenge and Government intervention and represents the fastest programme to get site allocations in place.
- 2.4 The existing LDS (which would be replaced) reflects the previously proposed PLAN Selby Approach of preparing a single combined Site Allocations and Development Management Policies document. The fifth LDS was brought into effect in October 2013 shortly after adoption of the Core Strategy and updated in December 2015. At that time, it was intended that a sites and policies Local

Plan (PLAN Selby) would provide detailed policies and proposals to deliver the Core Strategy.

- 2.5 A key task for the new LDS is to explain the evolution in the approach and to provide the overall picture of plan preparation. The LDS sets out the following key **reasons why** the Council is now prioritising its resources and efforts to the preparation of a Site Allocations Local Plan document in that:
- A key role of the planning system is to set out where future development should take place – there are no recent site allocations for Selby District (with the exception of the Olympia Park strategic development site).
 - Site allocations form a key part of a planned approach to growth – this gives certainty and confidence to local communities, developers, investors and infrastructure providers.
 - Without site allocations, a ‘planning by appeal’ approach can result with development not following the Core Strategy approach and continued uncertainty over delivery and infrastructure provision.
 - Site allocations will help to realise the vision of the Council’s Corporate Plan for 2015-2020 to make Selby District a great place to do business, to enjoy life and to make a difference – identifying development sites will help to promote sustainable growth
- 2.6 The proposed new LDS acknowledges that Development Management Policies for Selby District will need to be updated. However, in the short term the National Planning Policy Framework and the saved policies of the 2005 Local Plan can be used along with the Core Strategy in determining planning applications. The LDS explains that preparing a combined Site Allocations and Development Management Policies document would inevitably spread the Council’s resources more thinly and take longer to produce - as this would involve a wider range of issues, a bigger evidence base and more extensive engagement requirements. It would thereby take longer to achieve the Council’s immediate priority of identifying where future development should take place through a plan-led approach.
- 2.7 The **draft LDS** attached at Appendix 1 is structured in the following way:
- Section 1 outlines the requirements of an LDS
 - Section 2 sets out the current position with Plan documents
 - Section 3 explains the proposed approach going forward
 - Section 4 outlines the work programme for 2017-2020, including a schedule detailing the key stages of production for each plan
 - Section 5 confirms that the Council is not preparing any joint plans
 - Section 6 indicates monitoring and review arrangements
- 2.8 Given its three year time period, the LDS is focused on the preparation of the

Site Allocations and Development Management Policies plan documents. Looking beyond 2020 an indicative programme is outlined for a new Local Plan – so that the Council's overall approach to plan making over the short, medium and longer term is explained. The opportunity has also been taken to update current progress on Neighbourhood Plans. The Appleton Roebuck and Acaster Selby Neighbourhood Plan is currently at the Examination Stage and three more Neighbourhood Areas have been designated since the fifth Local Development Scheme.

- 2.9 Copies of the Local Development Scheme will be made available for inspection at the Customer Contact Centre, Access Selby, Selby and for downloading from the Council's website.

3. Legal/Financial Controls and other Policy matters

Legal Issues

- 3.1 The Planning and Compulsory Purchase Act 2004 requires Local Planning Authorities to prepare and maintain an LDS. This Legislation requires that the scheme should specify the Local Plan documents that are to be produced; the subject matter and geographical area to which each document relates; and the timetable for the preparation and revision of these documents. The LDS must be made publicly available and kept up-to-date, as it is important that local communities and interested parties can keep track of progress.
- 3.2 Although the Planning and Compulsory Purchase Act originally required Local Planning Authorities to submit their Local Development Scheme to the Secretary of State, the Localism Act 2011 removed this requirement and allows Local Planning Authorities to adopt their own Local Development Schemes, without approval from the Secretary of State. Progress on delivering the LDS will be monitored by the Authorities Monitoring Report.

Financial Issues

- 3.3 The existing Local Plan budget is sufficient to deliver this year's work programme. £50k per annum is set aside in an earmarked reserve to cover the costs of the Local Plan and after current budgeted commitments of £222k in 2017/18, a balance of £329k remains available. Budget planning work is underway to consider future resource requirements through the Medium Term financial planning process but the current reserve level is considered to be sufficient to meet our needs.

Impact Assessment

- 3.4 An impact screening assessment has been undertaken. The LDS is a project plan. The approach to involving communities and stakeholders in the Plans that will be subsequently produced will be undertaken in accordance with the Statement of Community Involvement (SCI).

4. Conclusion

- 4.1 The updated Local Development Scheme provides a public statement setting out which Local Plan documents will be prepared by Selby District Council. It sets out key milestones for these documents.

5. Background Documents

'Fixing our Broken Housing Market', Housing White Paper, Department for Communities and Local Government, February 2017.

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Appendices:

Appendix 1 Draft Sixth Local Development Scheme 2017-2020

Selby District Council

Sixth Local Development Scheme
2017 – 2020



Foreword

A Local Plan shapes where and how future development will take place in an area. It sets out an overall strategy, allocates sites and establishes policies to manage development and protect areas of land for particular uses. A Local Plan plays a key role in shaping the future of the places that we live, work and enjoy leisure time in. All planning applications are considered against the policies in the Local Plan, and any other material considerations.

As the Local Planning Authority for the area, Selby District Council has to prepare a Local Plan and keep it under review. The Council is preparing a series of local development documents which make up the Local Plan.

A Local Development Scheme (LDS) sets out the project plan and timetable for the preparation of local development documents that will form the Local Plan. It provides a starting point for the local community, businesses, other stakeholders to find out what planning documents the Council is intending to prepare and to see when they will be able to view and make comments on the contents of new planning policies and proposals.

Legislation (the Planning and Compulsory Purchase Act 2004) requires Local Planning Authorities to prepare and maintain an LDS.

I hope you find this LDS a clear and helpful source of information about our approach and timescales for completing the Local Plan for Selby District.

Our 'Core Strategy' document was finalised in 2013 and this has served to guide the overall approach to planning the future of Selby District. It is important that we give certainty and confidence to local communities, investors, developers, and service/infrastructure providers about where development will take place in the future. As our next key step in developing the Local Plan, Selby District Council will progress a Site Allocations Local Plan document. This will then be followed by a Development Management Policies Local Plan document. Our approach to preparing these documents is the focus of this LDS. Looking further indicative timings for a new Local Plan are also included so that over the longer term all of our planning policies are brought together.

Our approach is summarised in the table on the opposite page and is further explained in the rest of this document.

SIGNED

Selby Local Plan

Quick Guide to What's Happening When

STAGE	LOCAL PLAN DOCUMENT		
	Site Allocations Plan	Development Management Policies Plan	New Local Plan
Early Studies/ Sub Regional Working		2018	2019
Consult on Strategic Options			2022
Consult on Sites	2017		2023
Consult on Policy Options		2019	2023
Consult on Draft Plan			2023
Publication of Submission Draft & Consultation	2018	2020	2024
Submission to Secretary of State	2018	2020	2025
Examination in Public	2019	2021	2026
Receipt of Inspector's Report	2019	2021	2026
Adoption	2019	2021	2027

1. What does an LDS include?

1.1 This document is Selby District Council's Sixth Local Development Scheme (LDS). In terms of content there are particular requirements set out in the Planning and Compulsory Purchase Act 2004, Section 15(2) as amended. This specifies that the LDS should include:

- the local development documents which are to be development plan documents;
- the subject matter and geographical area to which each development plan document is to relate;
- which development plan documents (if any) are to be prepared jointly with one or more other local planning authorities;
- any matter or area in respect of which the authority have agreed (or propose to agree) to the constitution of a joint committee under section 29;
- the timetable for the preparation and revision of the development plan documents;
- such other matters as are prescribed.

1.2 The Sixth LDS was brought into effect from [*date*] by resolution of the Council.

1.3 Copies of the Local Development Scheme are available for inspection at the Customer Contact Centre, Access Selby, Selby or may be downloaded from the Council's website www.selby.gov.uk.

2. What are the current Local Plan documents?

- 2.1 The Local Plan currently consists of the following documents:
- a) The Selby District **Core Strategy** Local Plan 2013 – this sets out a long-term vision and strategic policies to guide development and shape the growth of the District
 - b) Some ‘saved’ detailed policies from the previous **2005 Local Plan** - which remain part of the Council’s planning policies until replaced (those that were not replaced by policies in the Core Strategy)
 - c) Policies in the **Minerals** Local Plan (December 1997) and **Waste** Local Plan (October 2006) prepared by North Yorkshire County Council - which have been ‘saved’ until they are replaced by the new Minerals and Waste Local Plan.
- 2.2 The **Selby District Core Strategy Local Plan 2013** is the first new-style Local Plan document to be produced by the Council and provides a strategic context with which subsequent Local Plan documents must conform. The Core Strategy covers the period from 2011 to 2027.
- 2.3 The **Selby District Local Plan was adopted in February 2005**. Transitional arrangements enabled policies and proposals in adopted development plans to be ‘saved’, initially for up to three years from commencement of the new legislation or until replaced by individual DPD policies. In the case of Selby District Local Plan the three year ‘saved’ period ran until February 2008 but those policies which remained consistent with national and regional policy at that time were further extended indefinitely (or until replaced), by Direction of the Secretary of State’s approval. The ‘saved’ policies can be viewed on the Council website.
- 2.4 Policies in the **Minerals Local Plan** (December 1997) and **Waste Local Plan** (October 2006) prepared by North Yorkshire County Council have also been ‘saved’ until replaced by the Minerals and Waste Local Plan which is currently in preparation.
- 2.5 **Neighbourhood Plans** are prepared for a particular neighbourhood area. The Localism Act 2011 introduced statutory neighbourhood planning in England, enabling communities to draw up their own plans and have more say in the planning of their area. The usual lead in this is the Parish Council who submits the proposed boundary (Neighbourhood Area) and supporting statement to Selby District Council. Once this is approved, the plan is drawn up by local people. The plan can be used to influence the type, design, location and mix of new sustainable development - it must generally be in line with the Local Plan, national and local planning policies and other laws. The plan is then checked by an independent examiner to ensure that it meets the standards for a Neighbourhood Plan. The final plan is then subject to a local referendum and is brought into force by Selby District Council if more than 50% voters support it.

3. What are the next Local Plan documents to be prepared?

- 3.1 With a Core Strategy in place, the Council recognises that there are two further steps in the Local Plan making process - to identify Site Allocations and to prepare updated detailed Development Management Policies.
- 3.2 **Site Allocations** involve identifying sites to ensure that sufficient land is available in the right locations to meet the growth targets set out in the Core Strategy. In particular, sufficient employment and housing land and infrastructure is needed to cover the period to 2027, in accordance with the vision, spatial strategy and strategic policies set out in the Core Strategy.
- 3.3 **Development Management Policies** set out local standards and criteria against which planning applications for the development and use of land and buildings will be assessed. Due to their detail, these types of policies could not be included in the Core Strategy because of its more strategic nature and content. Development Management Policies will complement the Core Strategy in managing development in the District, add to National Planning guidance and replace the saved policies of the 2005 Local Plan.
- 3.4 In moving forward Selby District Council will **progress a Site Allocations Local Plan document first**, followed by a **Development Management Policies Local Plan** document. The documents will be prepared in sequence rather than in parallel or combined together. As reflected in the previous LDS, the Council had previously intended to deliver a combined site allocations and development management policies local plan document (also known as PLAN Selby). There are a number of key **reasons why** the Council is now prioritising its resources and efforts to the preparation of a Site Allocations Local Plan document:
- A key role of the planning system is to set out where future development should take place – there are no recent site allocations for Selby District (except for Olympia Park as a strategic development site in the Core Strategy)
 - Site allocations form a key part of a planned approach to growth – this gives certainty and confidence to local communities, developers, investors and infrastructure providers.
 - Without site allocations, a ‘planning by appeal’ approach can result with development not following the Core Strategy approach and continued uncertainty over delivery and infrastructure provision.
 - Site allocations will help to realise the vision of the Council’s Corporate Plan for 2015-2020 to make Selby District a great place to do business, to enjoy life and to make a difference – identifying development sites will help to promote sustainable growth.
- 3.5 Development Management Policies for Selby District will need to be

updated. However, in the short term the National Planning Policy Framework and the saved policies of the 2005 Local Plan can be used along with the Core Strategy in determining planning applications.

- 3.6 Preparing a combined Site Allocations and Development Management Policies document would inevitably spread the Council's resources more thinly and take longer to produce as this would involve a wider range of issues, a bigger evidence base and more extensive engagement requirements. It would thereby take longer to achieve the Council's immediate priority of identifying where future development should take place.

What would happen beyond this LDS period?

- 3.7 The Core Strategy and its associated Site Allocations and Development Management Policies will manage and guide future development up to 2027. The Inspector at the examination into the Core Strategy indicated that the strategy should be reviewed after 2021¹. In due course the three Local Plan documents will be reviewed, new evidence, policies, and guidance will be assessed and the recent impact of planning policies considered. A new single Local Plan will then be prepared with initial work starting in 2019. This new plan would look beyond 2027 and bring together all the planning policies for Selby District in one place. The formal plan making stages for the new Local Plan fall outside of the three-year period for this LDS.

¹ [Planning Inspectorate report to Selby District Council on the examination into Selby District Core Strategy Local Plan June 2013](#)

4. What are the key stages of work moving forward?

- 4.1 This Local Development Scheme covers the period 2017-2020, and sets out the timetable for the production of the Site Allocations and Development Management Policies Local Plan documents.
- 4.2 The Schedule of proposed new Local Plan Documents is provided in Table 1 at the end of this section which summarises the agreed timetable for the production of the proposed documents, including the main public participation milestones and statutory stages.

Site Allocations Local Plan

- 4.3 The Council will produce a Local Plan document over the next 3 years which will make all the site allocations necessary to deliver the Core Strategy. The Site Allocations Local Plan will cover the administrative area of the whole of Selby District. A Policies Map will be produced to reflect the site-specific content.
- 4.4 The programme set out in Table 1 has regard to the level of available resources, and the aims, objectives and priorities identified in the Council's policies and strategies. Submission to the Secretary of State of the Site Allocations Local Plan is programmed for November 2018 with Adoption by December 2019.
- 4.5 A profile of the proposed Site Allocations Local Plan document is set out below with details of the purpose, chain of conformity, the main milestones during preparation and the arrangements for production.

Sites Allocations Local Plan	
Document Details	
Role and Subject	<ul style="list-style-type: none"> Will identify site specific allocations for housing (including gypsy and traveller sites), retail/town centre uses, employment and other purposes and related policies and requirements. Site specific allocations, designations and the areas to which policies apply will be identified on the Policies Map.
Coverage	District –wide
Status	Local Plan Document
Chain of Conformity	Consistent with national guidance and the Core Strategy Local Plan 2013
Arrangements for Production	
Lead Section	Planning Policy Team
Joint preparation	No
Resource Requirements	Planning Policy Manager, Policy Officers, Development Management, Legal, Economic Development and Regeneration, Environmental Health, Housing and Business Support roles.

	External support provided by North Yorkshire County Council, and other key stakeholders (including public health). Evidence base studies undertaken by consultants.
Approach to involving Stakeholders and the Community	In accordance with the Regulations and the Statement of Community Involvement (SCI).

Development Management Policies Local Plan

- 4.6 The Council will start work on a Development Management Policies Local Plan document during this LDS period. The programme is set out in Table 1. Submission to the Secretary of State of the Site Allocations Local Plan is programmed for September 2020 with Adoption by October 2021.

Development Management Policies Plan	
Document Details	
Role and Subject	<ul style="list-style-type: none"> Will complement the Core Strategy in managing development in the District, add to National Planning guidance and replace the 2005 Local Plan Policies. Where necessary, will set out local standards and criteria against which planning applications for the development and use of land and buildings will be assessed and Will provide more detailed policies to manage land and development.
Coverage	District –wide
Status	Local Plan Document
Chain of Conformity	Consistent with national guidance and the Core Strategy Local Plan 2013
Arrangements for Production	
Lead Section	Planning Policy Team
Joint preparation	No
Resource Requirements	Planning Policy Manager, Policy Officers, Development Management, Legal, Economic Development and Regeneration, Environmental Health, Housing and Business Support roles. External support provided by North Yorkshire County Council, and other key stakeholders. Evidence base studies undertaken by consultants
Approach to involving Stakeholders and the Community	In accordance with the Regulations and the Statement of Community Involvement (SCI).

New Local Plan

4.7 The programme for preparing a new Local Plan will be set out in the next LDS. An indicative programme is included in Table 1 in order to show the full envisaged sequence of future Local Plan work. Early technical evidence base work will commence within this LDS period.

Neighbourhood Plans (NP)

4.8 The Council has a duty to assist Parish Councils to prepare a Neighbourhood Plan and wants to establish strong links with those parishes producing plans. It has produced guidance for parishes making Neighbourhood Area applications².

4.9 The Appleton Roebuck and Acaster Selby Neighbourhood Development Plan 2017-2027 submission draft was published in November 2016 with consultation on this draft completed in February 2017. It was submitted for examination on 20th March 2017. The programme is set out in Table 2.

Appleton Roebuck and Acaster Selby Neighbourhood Plan (ARAS NP)	
Document Details	
Role and Subject	<ul style="list-style-type: none"> Can set out local development policies Can set out local land allocations
Coverage	Appleton Roebuck and Acaster Selby Parish
Status	Neighbourhood Development Plan
Chain of Conformity	Has regard to national policy and advice and has to be in general conformity with the strategic provisions in the Development Plan.
Arrangements for Production	
Lead Authority	Appleton Roebuck and Acaster Selby Parish Council
Joint preparation	Assistance from Selby District Council as the Local Planning Authority
Resource Requirements	<p>Appleton Roebuck and Acaster Selby Parish Councillors and volunteers that make up the steering group, Planning Policy Manager, Policy Officers, Development Management, Legal, Economic Development and Regeneration, Environmental Health, Housing and Business Support roles.</p> <p>External support provided by North Yorkshire County Council, and other key stakeholders.</p> <p>Evidence base studies undertaken by consultants</p>
Approach to involving Stakeholders and the	In accordance with the Regulations, and ARAS own SCI. Referendum to be undertaken post-

² [Neighbourhood Area Application Guidance](#)

Community	Examination.
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4.10 Neighbourhood areas have been designated for the following areas but the programme of work on the next plan making stages is still to be finalised.

Location	Consultation	Designated as Neighbourhood Area
Selby Town	14 th January 2016 to 11 th February 2016	3 rd March 2016
Church Fenton Parish	23 rd September 2016 to 4 th November 2016	2 nd February 2017
Ulleskelf Parish	23 rd September 2016 to 4 th November 2016	2 nd February 2017

Table 1 Schedule of Proposed Local Plan Documents

Document Name	Description	Chain of Conformity	Broad Stages of Production					
			Consultation on Sites	Publication of Submission Draft and Consultation	Submission to Secretary of State	Examination in Public	Receipt of Inspector's Report	Adoption
Site Allocations Local Plan	District-wide allocation of sites for specific land uses.	With national guidance, and the Core Strategy	Consultation on Sites	Publication of Submission Draft and Consultation	Submission to Secretary of State	Examination in Public	Receipt of Inspector's Report	Adoption
			October to November 2017	June to July 2018	November 2018	June to July 2019	September to October 2019	December 2019
Development Management Policies Local Plan	District-wide detailed policies for managing development .	With national guidance and the Core Strategy	Consultation on Policies	Publication of Submission Draft and Consultation	Submission to Secretary of State	Examination in Public	Receipt of Inspector's Report	Adoption
			September to October 2019	May to June 2020	September 2020	April to May 2021	July to August 2021	October 2021
New Local Plan	District-wide spatial vision & strategy, strategic policies, site allocations and detailed policies for managing development .	With national guidance.	Consultation on Strategic Options & Draft plan	Publication of Submission Draft and Consultation	Submission to Secretary of State	Examination in Public	Receipt of Inspectors Report	Adoption
			2022 & 2023	2024	2025	2026	2026	2027

Table 2 Schedule of Proposed Neighbourhood Local Plan Documents

Document Name	Description	Chain of Conformity	Broad Stages of Production					
			Area Designation Approved	Parish Surveys	Consultation on Draft Plans	Examination in Public	Referendum	Estimated date of adoption
Appleton Roebuck and Acaster Selby Neighbourhood Plan (ARAS NP)	Local policy document limited to ARAS Parish boundary.	With national guidance, and the Core Strategy, and SALP and DMPLP	December 2013	October-December 2013	January-February 2015 & June 2016	March-July 2017	September 2017	October 2017
	General policies to manage the use and development of land.							

5. Joint Working

- 5.1 It is not currently proposed to prepare any joint Local Plan documents with neighbouring local authorities. However, the Council is working in partnership with other local authorities to ensure that cross boundary issues are fully addressed under its duty to cooperate (Localism Act 2011 and the National Planning Policy Framework (NPPF, 2012).
- 5.2 North Yorkshire County Council will contribute to the Council's plan making, particularly with regard to transport and education matters, and advice on strategic planning, monitoring and intelligence, biodiversity, landscape, archaeology and sustainability aspects, but are not specifically jointly preparing any Local Plan documents.
- 5.3 The Council will also work with other public bodies such as the Environment Agency and Highways Agency, as well as key stakeholders in preparing the Local Plan.

6. Monitoring and Review

- 6.1 The Local Development Scheme will be monitored on an annual basis through the Authorities Monitoring Report (AMR). As a result of monitoring, the Council will consider what changes, if any, need to be made to its Local Plan, and will bring these forward through reviews of this LDS.
- 6.2 The Council will continue to monitor annually how effective its planning policies and proposals are in meeting stated objectives. This includes publishing its AMR each year covering the period 1 April to 31 March. Depending on the stage reached in the process, the AMR will assess:
- Whether the Council is meeting the timescales and milestones in the LDS and, if not the reasons why;
 - The extent to which policy objectives are being achieved;
 - Whether any policies need to be replaced to meet sustainable development objectives; and
 - What action needs to be taken if policies need to be replaced.

Selby District Council

REPORT

Reference: E/17/17

Item 12 - Public



To: Executive
Date: 3rd August 2017
Status: Non Key Decision
Report Published: 26 July 2017
Author: Richard Welch, Principal Policy Officer
Executive Member: Councillor John Mackman, Lead Executive Member for Place Shaping
Lead officer: Dave Caulfield, Director of Economic Regeneration and Place

Title: Five Year Housing Land Supply Report (2017-2022)

Summary:

This report presents an overall update on the Council's most recent statement on five-year housing land supply, base dated to the 31st March 2017.

Recommendations:

- i. **Note the main content of the report and appendices, including the implications of the five-year housing land supply.**
- ii. **Note the updated Five Year Housing Land Supply Methodology and resultant housing land supply figure as set out in the Statement.**

Reasons for recommendation

- To note the publication of the latest position on the five-year housing land supply (5YHLS).

1. Introduction & Background

- 1.1 Publishing a 5YHLS position is an important tool for local planning authorities to help promote housebuilding and support a plan led approach to delivering homes in the right places. 'Fixing our Broken Housing Market', the 2017 Housing White Paper, identifies that for too long not enough homes have been built. The latest national housebuilding statistics (DCLG, May 2017), highlight an increase in housebuilding with new build dwelling starts up by 15% compared to the previous year (up to March 2016). Completions nationally were up by 6% over the same period. The 5YHLS statement also serves to highlight the range of deliverable development opportunities in Selby District to small and large builders.
- 1.2 The base date of this 5YHLS is the 31st March 2017. The Council has evaluated the housing land supply one year on from the last 5YHLS report (base dated to 31st March 2016) to enable the planning authority to have the most up-to-date housing figures to use when formulating Local Plan documents and making decisions on applications.
- 1.3 In October of 2016, there was a planning appeal for a site at Hodgsons Gate, Sherburn in Elmet¹. The Council conceded the appeal and also conceded that some sites were not deliverable within 5 years, including sites with ongoing section 106 appeal applications and some sites which had existing uses. Then on the 6th of December 2016, the inspector ruled in the decision notice that the authority had less than a 5 year supply of deliverable housing land and that in particular he considered the planning permissions at Olympia Park and Rigid Paper in Selby, to not be deliverable within 5 years.
- 1.4 The inspector also ruled that it was appropriate for the Council to include windfalls in its 5 year supply calculation, albeit he expressed concerns that their inclusion in the supply was contributing to the lack of completions in the District. However it has since been found that (following a review of the housing monitoring system) completions have been above the plan target for the last two years. Furthermore, in this year's windfall calculation, completions on sites of 50 or more dwellings have been removed from the projection, as these sizes of sites are more likely to be allocated in the forthcoming Local Plan Documents. This further increases the robustness of the windfall calculation.

¹ Appeal ref: APP/N2739/W/16/3144900

- 1.5 This report explains how we have overcome these difficulties in the latest 5 year supply calculation, and covers some of the implications of the 5YHLS statement in terms of reporting and determining planning applications.
- 1.6 Further consideration has been given to sites conceded at the Hodgsons Gate appeal and a proactive approach is being taken to boost the supply of housing land. This has included:
- Targeting additional staff resources to work on regeneration and delivery of sites, development management and the local plan.
 - Reviewing stalled sites
 - Reassessing the viability implications of section 106 agreements
 - Working with small builders
 - Engaging with owners and partners on strategic sites

2. The 5YHLS Report

- 2.1 The National Planning Policy Framework (NPPF) states in paragraph 49 that *‘relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites’*. Without a five year supply, the tilted balance approach of paragraph 14 of the NPPF is engaged, whereby permission should be granted unless any adverse impacts would significantly or demonstrably outweigh the benefits or specific policies in the NPPF indicate otherwise. Upon any refusal of permission there is a real risk that an appeal to the secretary of state will succeed and permission will be granted, possibly with costs.
- 2.2 The NPPF also requires planning authorities to add a buffer to the land supply to ensure flexibility and choice. The normal buffer is 5% but a 20% buffer is recommended where local authorities have a record of persistent under delivery of housing. The Council considers the 20% buffer is appropriate at this time, as it has not met its housing target for 4 of the last 6 financial years of the Core Strategy plan period.
- 2.3 However, as mentioned above, the Council has exceeded the minimum target of 450 dwellings for the last two financial years and if this trend continues, the Council should be able to move to a 5% buffer as it will be able to prove a good recent track record of completions.
- 2.4 Recent planning appeals and the publication of the National Planning Practice Guidance (PPG) also place the additional requirement for a shortfall allowance (under delivery of the housing against the target) to be

accounted for within the 5-year housing land supply. This is to ensure the housing needs of the adopted plan period are delivered.

- 2.5 The projection of sites in the 5 year housing land supply has been informed by a site assessment methodology from the 2017 Strategic Housing Land Availability Assessment (SHLAA). The methodology was made using a combination of empirical research and consultation with a working group made up of housing developers and planning agents. The SHLAA report was available online from the 21st of July.

Key findings

- 2.6 In this year's report, the Council has considered the findings of the appeal it lost at Hodgsons Lane and has focussed on measures to make the 5 year supply assessment more robust. A particular area of improvement has been the way the deliverability of sites has been determined. Promoters of allocated sites and sites with permission that have not yet begun construction have been contacted individually to determine when the site is likely to be delivered.
- 2.7 This has resulted in a much more informed picture of the deliverability of these sites. As a result of this process, more sites have been found to be undeliverable and moved out of the 5 year supply, but the remainder of sites now have much more evidence to place them within the 5 year supply.
- 2.8 Since the Hodgsons Gate appeal, the Council has been proactive in trying to deliver the strategic sites which were found to be undeliverable by the Inspector. Olympia Park is still considered to be unlikely to deliver within the next 5 years, but the Council and North Yorkshire County Council, working in collaboration with the West Yorkshire and North Yorkshire Local Economic Partnerships and the Homes and Communities Agency, are currently investigating options for progressing the site with the owners.
- 2.9 Following active engagement between the Council and the site owners at the former Rigid Paper site, the site is now deemed to be deliverable within 5 years. The site owners have been in pre application discussions with the Council, regarding a revised scheme which is much more attractive to the market.
- 2.10 The Council has also instructed an independent viability expert to look at a list of 11 sites which were previously in the 5 year supply and appeared to have stalled, of the 11; he considered 3 to be unviable at current levels, 1 to have borderline viability and 7 to be viable. Those which were unviable were taken out of the 5 year supply, in order to get these sites delivering again, it is intended to go back to the promoters of these sites and

negotiate new levels of affordable housing provision, in order to get them delivering homes.

The calculation

- 2.11 Appendix A sets out the 5YHLS methodology and calculations – using a base date of 31st March 2017. Table 7 in the report shows that the District now has a 5.4 year supply of housing land.

Implications of having a 5YHLS

- 2.12 This means that relevant policies for the supply of housing in the Core Strategy can now be considered up-to-date. Paragraph 12 of the National Planning Policy Framework states that: *“Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.”*
- 2.13 When determining planning applications, the Council will still need to refer to the full range of policy considerations detailed in the National Planning Policy Framework, including the presumption in favour of sustainable development and the need to boost significantly the supply of housing.

3. Legal/Financial Controls & Other Policy Matters

Legal Issues

- 3.1 The Council, as local planning authority, is required to prepare and publish a monitoring report under section 35 of the Planning and Compulsory Purchase Act 2004. That report must contain information relating to implementation of the Local Development Scheme and the extent that the policies within the Local Plan are being achieved. The report must be made available to the public. Information on the 5YHLS position will be repeated in the annual monitoring report, which will be published later this year. This is because it is intrinsically linked, through the National Planning Policy Framework and National Planning Policy Guidance, to achieving the policies in the plans.

Financial Issues

- 3.2 There are no financial implications as a direct result of this report.

Equality Impact Assessment

3.3 No significant impacts have been identified.

4. Conclusions & Way Forward

4.1 The monitoring of housing land supply is a key element in the overall Core Strategy monitoring framework. The Council is reporting a positive 5-year housing land supply of 5.4 years. This now means that relevant policies for the supply of housing in the Core Strategy can continue to be considered up-to-date.

4.2 It is worth noting that the monitoring of a 5 year supply position is a very dynamic process, with changing circumstances on one or two major sites making a significant difference to the supply position. This is why we intend to carry out reviews of the 5 year housing supply on a more regular basis, in order to be more up to date with changing circumstances throughout the District.

4.3 Planning applications for housing will continue to be considered against;

- the development plan, including the presumption in favour of sustainable development, set out in Core Strategy Policy SP1, and,
- other material considerations, including the National Planning Policy Framework, which amongst other objectives, aims to boost significantly the supply of housing.

5. Background Documents

National Planning Policy Framework (NPPF)

National Planning Policy Guidance (PPG)

Selby District Core Strategy (adopted in October 2013).

6. Appendices:

Appendix A – 2017-2022 Five Year Housing Land Supply Report

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