

Minutes

Scrutiny Committee

Venue:	Committee Room - Civic Centre, Doncaster Road, Selby, YO8 9FT
Date:	Thursday, 25 October 2018
Time:	5.00 pm
Present:	Councillors W Nichols (Chair), S Duckett (Vice-Chair), D Buckle, I Chilvers, D Mackay and D White
Officers present:	Julian Rudd, Head of Economic Development and Regeneration, Iain Brown, Economy and Infrastructure Manager, Katie Peeke-Vout, Housing Strategy and Development Officer, Victoria Foreman, Democratic Services Officer
Others present:	Paul Flanagan, General Manager and Mick Gatenby, Arriva, Pete Myers, Stakeholder Manager, Northern Rail, Dave Pearson, Director of Transport Services at West Yorkshire Combined Authority, Graham Meiklejohn, Regional Development Manager, Transpennine/First Group, David Bowe, Corporate Director, Business and Environmental Services, North Yorkshire County Council
Public:	0
Press:	0

23 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Liz Casling.

24 DISCLOSURES OF INTEREST

Whilst it was not strictly a disclosure of interest, Councillor David Buckle declared that he was the Council's representative on the Selby and District Rail Users Group.

25 MINUTES

The Committee considered the minutes of the meeting held on 27 September 2018.

RESOLVED:

To approve the minutes of the Scrutiny Committee meeting held on 27 September 2018 for signing by the Chair.

26 CHAIR'S ADDRESS TO THE SCRUTINY COMMITTEE

The Chair welcomed the following attendees to the meeting who were present to talk with the Committee about transport matters in the district and the wider region, under agenda item 5 – Transport Matters:

Paul Flanagan, General Manager and Mick Gatenby, Arriva
Pete Myers, Stakeholder Manager, Northern Rail
Dave Pearson, Director of Transport Services at West Yorkshire Combined Authority
Graham Meiklejohn, Regional Development Manager, Transpennine/First Group
David Bowe, Corporate Director, Business and Environmental Services, North Yorkshire County Council

27 WORK PROGRAMME 2018-19 AND EXECUTIVE FORWARD PLAN

The Chair spoke about the recent Scrutiny training that had taken place on 23 October 2018. The training had been better tailored to the arrangements in Selby and as such had been well received by Members.

Members noted that as part of the discussions about work programming that had taken place at the training, a topic identified for consideration by the committee, perhaps as a deep dive or scrutiny in a day, was the provision of a suitable temporary traveller site in the district.

Members agreed that recent issues with travellers in the district, including the subsequent mess and damage left behind by some of the groups, required further scrutiny; a practical way forward needed to be found in order to satisfy the local community.

The Chair suggested that the work of other Councils on the matter be explored and a line of communication established with the traveller community.

The Committee agreed that an introductory report should be produced for Members to consider the scope of the topic; once this had been done further work could be undertaken and eventually some recommendations presented to the Executive. The Chair also suggested that non-Scrutiny Members be involved in the work in order to broaden the views taken into account on the matter.

RESOLVED:

To ask the Democratic Services Officer to add to the Work Programme, under the 'deep dives/scrutiny in a day' section, an item on the provision of temporary traveller sites in the district.

28 TRANSPORT MATTERS

The Economy and Infrastructure Manager introduced the item and explained that the Council was collaborating with transport partners to develop solutions to transport issues in the area, and to plan for both short and long term activities.

The Council recognised the need for employment transport, particularly in Sherburn. Cycle ways and pedestrian walkways required improvement across the district to ensure employment sites were linked to one another, and to help people get to work in an efficient and sustainable way.

Investment projects around Selby station were important in order to deliver a service that was accessible for all who wished to use it; access to stations across Selby district also needed to be improved. Members noted that Selby town was a critical strategic gateway, especially with the potential development of Olympia Park in the future, which was only over the river from the station.

Members were informed that the Council had recently hosted a transport infrastructure workshop, with a number of stakeholders present. Medium and long term priorities had been identified, some of which could be delivered soon, others that could be planned for in 15 to 20 years' time.

The workshop had identified opportunities for transport, business and residential growth in the district, such as the Sherburn Growth Plan which would consider the impact of residential growth on the area.

It was important that the Council was able to influence the wider rail and transport agenda in the district and the region, including HS2 and Transport for the North.

The Chair then handed over to the invited stakeholders to speak to Members.

David Bowe, Corporate Director of Business and Environmental Services,
North Yorkshire County Council

The Corporate Director of Business and Environmental Services explained that the crux of the issues around transport was time periods and appropriate planning. There had been interactions at a number of different levels about transport provision, leading to the development of NYCC's Transport Prospectus, which had been appended to the agenda for Members' information.

Members acknowledged the links between transport provision and the development of Selby's Local Plan. Transport in the district would need to change to reflect the aspirations of the community and how that aspiration played into the wider strategic area.

The Committee agreed that diverse groups had their own issues that they saw as primary concerns. It was essential to sift through the interests of different communities in an attempt to address them, and by addressing these issues and recognising opportunities, transport planning could assist communities in identifying what it was they needed and how those needs could be met.

Paul Flanagan, General Manager and Mick Gatenby, Arriva

The Committee noted that the Arriva depot in Selby was the smallest in Yorkshire, with 31 buses, 61 drivers and 7 engineers. It had been a busy year for Arriva in the district, largely due to the work around bus provision for employment transport in Sherburn. It was recognised that Selby district was an area with a great deal of growth potential.

Members acknowledged that funding for the service from Leeds to Sherburn Industrial Estate had been difficult, and the prevalence of unofficial car sharing schemes for workers travelling to the industrial estate had meant a slower than anticipated take up of the bus service. At present around 40 people were using the route a day, but it was hoped that this would improve.

It was explained to Members that despite relatively high levels of unemployment in areas around Sherburn, such as Wakefield and parts of Leeds, because Sherburn was hard to get to, jobs were still not being filled. A dedicated bus service, if provided in the future, would be an opportunity to encourage people to support the Sherburn area.

The Committee also noted the development of the 42S service, which had been worked on with Councillor Cattanach. The service had started in May 2018 and so far almost 4,000 passenger journeys had been made. However, the profit being made on the service was not high.

Members were pleased to hear about the upgraded Sapphire buses that were being rolled out; the new buses would be equipped with better and comfier seats, charging points and Wi-Fi. It was hoped that the new buses would improve the passenger experience overall. An additional bus would also be put on to cater for the Christmas shopping rush in the next few weeks.

Lastly, the Committee noted that a review of the Selby bus network would be taking place shortly, with consultation taking place and changes implemented in April 2019.

Graham Meiklejohn, Regional Development Manager at TransPennine/First Group

The Committee were pleased to note that upcoming TransPennine investment would be supporting the wider aspirations for employment in the region, with an emphasis on more people using the railways to get to and from work.

Members acknowledged the apology from the TransPennine representative for the disruption to services over the past few months due to timetable changes. It was noted that measures had been put in place over the summer to tackle the issues being experienced and that limited timetable changes would be made in December 2018 to further address the issues.

The resilience of the railway was essential to the growth and development of the region, including Selby district. A number of trains serving the area had been refurbished, fitted with Wi-Fi, and in the New Year would be extended to six carriages to increase capacity on the network.

Improvements to Selby station were being considered in conjunction with the Economic Development Team, such as additional cycle parking, a new ticket machine and digital customer information displays.

Accessibility at the station was also a major problem; it was felt that an excellent case could be made to the Department for Transport for funding to install a lift. A bid for funding to deliver the lift would be submitted to the Department for Transport in November, with a decision expected in the Spring.

It was recognised that additional car parking would also need to be provided; TransPennine confirmed that they were in discussions with Network Rail and North Yorkshire County Council about this.

Funding opportunities available in the franchise included the Customer and Communities Improvement Fund, which could be used to enhance the station further in order to tie in with the Council's wider development and growth aspirations for Selby district. For example, that a changing places facility should be provided in the station.

The Committee acknowledged that it had been a frustrating year for TransPennine but that they were on the cusp of a number of good things to be delivered through solid collaboration with Selby District Council.

Dave Pearson, Director of Transport Services at West Yorkshire Combined Authority

It was explained to Members that the West Yorkshire Combined Authority was the statutory transport authority for the five districts in West Yorkshire, working with the Enterprise Partnership for Leeds City Region

in order to link transport and economic development and manage transport services in the area. Selby district was seen as part of the wider city region, despite not being officially part of the combined authority.

Members noted that there was already a great deal of work taking place around looking at the shape of the city region with the advent of HS2, in order to ensure that as many towns and cities benefitted from it, i.e. through the Transforming Cities Fund for sustainable transport investment.

The WYCA was aware of local issues in the Selby district, such as employment transport for Sherburn, and were committed to bringing people together to solve the issues. Input from employers and meaningful collaboration between a number of agencies would be essential in order to develop a package that could practically address the problem.

Pete Myers, Stakeholder Manager, Northern Rail

The Committee acknowledged the performance issues that had taken place in 2018, exacerbated by the current RMT dispute which would be causing further disruption every Saturday for the coming weeks. Contingency plans had been put in place with volunteer train crews in order to minimise disruption for customers.

In December 2018 timetable changes would come into effect on Leeds, Preston and York lines to improve performance and punctuality. An infill stopping service would benefit Church Fenton, and there would also be changes to Selby services. In May 2019, a new timetable would be fully implemented with hourly services from Hull to York.

New trains would start operating on Selby, Church Fenton and Sherburn lines next year. The refurbished fleet would be completed by the end of 2019, with the economical but unpopular Pacer fleet phased out by Christmas 2019.

Station improvements would continue in areas east of Leeds, with a new shelter being provided at Sherburn in Elmet.

Members noted that Northern Rail were also aware of the employment transport issues in the Sherburn area, and that they could do more to address the problems, for example, a bicycle share scheme in partnership with businesses on the Industrial Estate.

An uplift in people travelling to and from South Milford had been noticed by Northern Rail, and could be potentially explained by people using it to get to Sherburn. The Committee were pleased to hear that in May 2019 the afternoon service would be returning to Ulleskelf.

Northern Rail's representative concluded his update by emphasising the company's willingness to work with all partners and stakeholders in order to improve transport in the district and the wider region.

The Chair opened up the matter to wider debate and indicated that a number of questions had been formulated by Members, which would form the basis of the discussions.

Members began by complimenting Arriva on the launch of their new Sapphire buses in York.

It was noted that the majority of people who lived in Sherburn commuted out of the area for work, and with a predicted increased population to 11,000 in the next few years, better transport was really needed.

The Committee agreed that both train and bus services could be better linked, for example between York, Sherburn and Selby. By providing a train connection at Church Fenton the issue of a more direct train route to Sherburn could be partially resolved. The overcrowded unofficial car sharing practices undertaken by people working at the Sherburn Industrial Estate was causing real concern as it was dangerous. The Committee also emphasised the importance of encouraging people from within the district to work in Sherburn, and not just relying on bringing people from other areas such as Leeds and Wakefield, to work there.

Members acknowledged that integration between bus and train services and better investment were the keys to developing improved transport links in the district. Car parking at Selby station was again raised as a real issue for people wishing to use the service; it was clear that improvements were needed but the sites on which such parking could be provided were limited. Members suggested that stakeholders and partners work together to resolve this and look at sites such as the old British Rail offices under the archways.

The lack of a lift and disabled toilet facilities at Selby station was raised again by Members as a cause for real concern as it was hindering certain groups, such as the disabled or those with pushchairs, from being able to use the station easily. The upgrading of both Selby bus and train stations would improve the overall look of the town and first impressions significantly, which was essential to promoting growth in the area.

The Committee queried when the TransPennine line would be electrified. The representatives from TransPennine Express/First Group and WYCA agreed that electrification was absolutely essential to the improvement to transport in the North. Members were pleased to note that National Rail were currently scoping the work, and that plans for the works would eventually be announced by the Government on how the electrification would happen and when.

Members agreed that whilst electrification of the network was important, capacity issues also needed to be addressed due to overcrowding on many services serving the Selby area and wider region. If the expected population growth in the Selby district continued, capacity on the railways would need to be addressed as a matter of urgency.

The integration of bus and train services was discussed further by the Committee, who noted that the transport systems in the UK tended to focus primarily on efficiency of service, and that as ever, in order to solve such problems, further investment and funding was needed.

The Head of Economic Development and Regeneration explained to Members that a great deal of work on promoting the growth of the district was already underway and being encouraged by the Council, who were committed to working with partners and stakeholders in the transport industry to deliver this growth. An upcoming meeting and workshop was taking place imminently between the Council and businesses that were established in the district, such as Drax, to see how they could contribute to the work the authority was already doing.

The Committee concluded the discussions by asking Officers to ensure that local Members and residents were kept informed as to the progress of the work on economic and transport development and improvements.

29 REPORT ON STREET CLEANSING (S/18/13)

Councillor David Buckle left the meeting at this point and did not return.

The Contracts Team Leader introduced the report which asked the Committee to note the street cleansing provision within the district.

The Executive Lead Member for Housing, Health and Culture was in attendance for consideration of the item.

The Committee acknowledged that the Environmental Services contract had been awarded to Enterprise Managed Services Ltd., now known as Amey Plc., and had commenced on 1 October 2009 for a period of 7 and a half years (to align the contract with the financial year), with an option to extend for a further 7 years. The contract extension had been taken up in April 2017 and the agreement would run until March 2025. The contract consisted of the following three service streams:

- Waste and recycling collections
- Street cleansing
- Ground maintenance.

Members noted that each service stream had a service specification that detailed the work requirements, performance standards, quantum and working parameters, such as hours or days of operation, which the service provider was required to deliver.

Officers highlighted a number of current issues to the committee. In relation to the cleanliness of major roads such as the A64, there were sections that were difficult to clean because to do so would require

temporary traffic measures or road closures, which were expensive and disruptive. The Council continued to work with partners at NYCC and Highways England in order to ensure the work was done but with as little disruption as possible.

It was explained to Members that the performance indicators and levels used to monitor the service had not been adjusted for a few years, despite an increase in demand for services such as more litter and dog bins to empty. Therefore, the performance in some areas looked worse than it was, as the indicator levels required updating; this would be done in 2019. The Committee agreed the importance of the targets being both meaningful and challenging.

Members expressed concerns about missed bin collections due to collection vehicles being unable to access certain streets due to parked cars, particularly recycling collections. Officers explained that the recycling vehicles were wider than the refuse wagons and as such could not access narrow roads which had been made narrower by parked cars. It was acknowledged that this was an issue in some areas of the district, but that the District Council had no powers in relation to parking enforcement. Whilst parking permits or yellow lines could be explored by the Highways Authority in order to prevent this happening in the future, unfortunately there was no 'quick fix'. Officers confirmed that they would continue to work with NYCC colleagues on the matter.

The Committee asked what the worst streets for detritus were, and it was explained by Officers that it tended to be those with cars parked on them on a regular basis, as street sweepers couldn't access whole sections. Officers explained that they did give local people notice that cars should be moved in order for a road to be cleaned, but this message was not always heeded.

RESOLVED:

To note the report.

**30 OLYMPIA PARK: UPDATE ON PROGRESS AND NEXT STEPS
(S/18/14)**

At this point Councillors Chris Pearson and Don McKay left the meeting and did not return.

The Housing Strategy and Development Officer introduced the report which asked the Committee to note the work carried out to date, and proposed next steps to enable the delivery of Olympia Park.

The Committee noted that the last update on Olympia Park had been received in March 2018. Since then, following lengthy discussions with Homes England the £8.78 million grant funding was approved by Homes England's Housing Infrastructure Investment Board in the first week of October. The Council was now awaiting written confirmation of this funding, including any associated conditions.

The Committee noted that the Housing Infrastructure Funding had to be spend by 31 March 2021. In order to achieve this deadline, the Council would be working collaboratively with all of the landowners to prepare the necessary legal agreements from them to commit to the design of a comprehensive, integrated scheme for the whole site.

Members acknowledged it was anticipated that a planning application would be submitted in March 2019, with a view to work on the infrastructure later that year. This date was slightly later than reported to the Committee in March 2018, mainly due to the complex discussions with the Environment Agency on mitigating flood and Homes England delaying the confirmation of the Housing Infrastructure Fund investment.

Officers went on to explain that the Housing Infrastructure Funding could potentially be supplemented by additional investment from the York, North Yorkshire and East Riding LEP. Up to £1.2 million of investment had been agreed in principle, subject to a detailed business case which was to be submitted on 26 October 2018. It was anticipated that this would be considered by the LEP's Infrastructure Board for approval in December 2018.

Members asked Officers if there would be further pre-application public consultation; it was confirmed that there would be once further flood modelling work had been completed.

RESOLVED:

To note the work carried out to date and proposed next steps to enable the delivery of Olympia Park.

The meeting closed at 6.35 pm.