



Meeting: **SCRUTINY COMMITTEE**
Date: **THURSDAY, 25 OCTOBER 2018**
Time: **5.00 PM**
Venue: **COMMITTEE ROOM - CIVIC CENTRE, DONCASTER ROAD, SELBY, YO8 9FT**
To: **Councillors W Nichols (Chair), S Duckett (Vice-Chair), D Buckle, L Casling, I Chilvers, D Mackay and D White**

Agenda

1. Apologies for Absence

2. 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.

3. Minutes (Pages 1 - 6)

To confirm as a correct record the minutes of the meeting of the Scrutiny Committee held on 27 September 2018.

4. Chair's Address to the Scrutiny Committee

5. Work Programme 2018-19 and Executive Forward Plan (Pages 7 - 22)

To discuss and agree items for inclusion on the Committee's work programme

for 2018-19.

6. Transport Matters (Pages 23 - 54)

To consider and discuss transport matters in the District and surrounding Leeds City Region ('City Region Connectivity').

In attendance will be representatives from Arriva, Northern Rail, the West Yorkshire Combined Authority, Transpennine Express/First Group and NYCC.

Appended to the agenda for Members' information is North Yorkshire County Council's 'Strategic Transport Prospectus'

7. Report on Street Cleansing (S/18/13) (Pages 55 - 66)

To receive the report of the Contracts Team Leader on the provision of street cleansing in the District.

8. Olympia Park: Update on Progress and Next Steps (S/18/14) (Pages 67 - 78)

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

G. Marshall

Gillian Marshall, Solicitor to the Council

Dates of next meetings (5.00pm)

Thursday, 22 November 2018

Enquiries relating to this agenda, please contact Victoria Foreman on vforeman@selby.gov.uk or 01757 292046

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 Officer on the above details prior to the start of the meeting. Any recording must be conducted openly and not in secret.

Minutes

Scrutiny Committee

Venue:	Committee Room - Civic Centre, Doncaster Road, Selby, YO8 9FT
Date:	Thursday, 27 September 2018
Time:	4.30 pm
Present:	Councillors W Nichols (Chair), S Duckett (Vice-Chair), D Buckle, I Chilvers, D Mackay and D White
Officers present:	Keith Cadman, Head of Commissioning, Contracts and Procurement, Peter Williams, Head of Finance, Iain Brown, Economy and Infrastructure Manager, Aimi Brooks, Contracts Team Leader and Victoria Foreman, Democratic Services Officer
Others present:	Councillor M Crane, Leader of the Council and Councillor R Packham
Public:	0
Press:	0

13 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Liz Casling.
Apologies for lateness were received from Councillors Don Mackay and David Buckle.

14 DISCLOSURES OF INTEREST

There were no disclosures of interest.

15 MINUTES

RESOLVED:

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

16 CHAIR'S ADDRESS TO THE SCRUTINY COMMITTEE

The Chair reminded Members that there was an all-Member briefing at 6.00pm in the Council Chamber about the Local Enterprise Partnerships.

The Chair also advised the Committee that the order of business on the agenda would be amended; agenda item 10 – Leisure Annual Review would be considered directly after agenda item 5 – Work Programme 2018-19.

17 WORK PROGRAMME 2018-19

The Democratic Services Officer introduced the report which asked the Committee to agree items for inclusion on the revised Work Programme 2018-19.

Members noted that an item on empty homes (including voids) should be added to the work programme for 2019-20 in order for Scrutiny Committee to look at this in detail, following consideration by the Executive.

The Committee discussed the provision of mental health support, including dementia and Alzheimer's, in Selby and across the county. The Democratic Services Officer was asked to gather further information on other scrutiny work on the matter currently taking place in other authorities by contacting the North Yorkshire Scrutiny Officer's Network.

RESOLVED:

- i. To agree the revised Work Programme for 2018-19.**
- ii. To add Empty Homes to the committee's 2019-20 work programme, following Executive consideration.**
- iii. To ask the Democratic Services Officer to gather further information on scrutiny work on mental health provision currently taking place in other North Yorkshire authorities by contacting the North Yorkshire Scrutiny Officer's Network.**

18 LEISURE ANNUAL REVIEW

The Committee received a verbal update from the Head of Commissioning, Contracts and Procurement on the leisure annual review.

Hard copies of the Executive report from 12 July 2018, a minute extract from that meeting and the Inspiring Healthy Lifestyles Selby Annual Review 2017-18 were circulated at the meeting.

The Committee were pleased to note that 2017-18 had been a year of

progress; more schools were using the pool at the leisure centre in Selby and the recent Selby Sportiv had gone very well. Outreach work by Inspiring Healthy Lifestyles (IHL) had continued, with the 'Move It or Lose It' campaign expanding over the last 18 months.

Members noted that there had been some discussion at the Executive meeting around users with membership cards, and those who actually utilised them. There was a discrepancy between the two figures of around 3 to 4%, but performance against targets was still good.

RESOLVED:

To note the Leisure Annual Review for 2017-18.

**19 CORPORATE PERFORMANCE REPORT QUARTER 1 - 2018/19
(APRIL TO JUNE) - S/18/9**

The Senior Policy and Performance Officer introduced the report which asked the Committee to consider and make any comments on the Council's performance.

The Committee noted that the quarterly corporate performance report provided a progress update on delivery against the Council's Corporate Plan 2015-20 as measured by a combination of progress against priority projects/high level actions, and performance against KPIs. The report had also been considered by the Executive at its meeting on 6 September 2018.

The Leader of the Council was also in attendance for consideration of the item.

The Senior Policy and Performance Officer summarised the positive and negative performance as set out in the report. Missed bins had been higher than target but numbers had improved since the last quarter. The Committee noted that the Executive had asked for a briefing on empty properties/voids and it was suggested that Scrutiny look at the matter after the Executive.

Members acknowledged that a higher than expected number of void properties had come forward, many of which had not had previous 'decent homes' work done to them and therefore required a lot of work to bring them up to standard. There were also difficulties in recruiting to trades positions which was slowing down repair work and general maintenance jobs at council properties.

Members expressed concerns about collections being hindered by problem car parking, and public waste bins not being emptied regularly in Tadcaster.

How to communicate when missed bins would be collected was also discussed; officers confirmed that messages were put on the Council's website and on social media to let residents know when they would be

collected.

The Committee suggested other methods of communicating with residents could be a leaflet in annual billing, or a sticker on the bins to explain that by default missed bins were usually collected the next day.

RESOLVED:

To note the report.

20 FINANCIAL RESULTS AND BUDGET EXCEPTIONS REPORT TO 30 JUNE 2018 - S/18/10

The Head of Finance introduced the report which asked the Committee to consider and make any comments on the Council's financial results and budget exceptions.

The Leader of the Council was also in attendance for consideration of the item.

Members noted that at the end of quarter 1, the General Fund was indicating an outturn deficit of £30k. There were a number of variances (positive and negative) which made up the deficit including; shortfall on planned savings, staffing savings; changes to the lifeline service; changes in waste and recycling income and higher investment income. The HRA was indicating an outturn surplus (£386k) which was mainly driven by lower external borrowing requirements. Planned savings for the year had already been achieved in the HRA. However, General Fund savings were showing a forecast shortfall of £157k. The capital programme was currently forecasting an underspend of (£81k), all of which came from the General Fund programme. The Programme for Growth was established as part of the budget setting process, and a separate paper on P4G progress was also on the agenda. At Q1 it was expected that the current year would underspend (£130k); this was driven principally by projects covering more than one year.

The Committee expressed concerns relating to the delays still being experienced in the planning service, despite it now being fully staffed, and the problems in recruiting to trades jobs.

Members discussed the proposed move of the contact centre staff at Market Cross to the Civic Centre, and the potential to let the space out to another tenant due to the years left on the lease of the property. Officers acknowledged the concerns raised by Members regarding the convenience and accessibility of the Civic Centre for customers, and recognised it was a process that would need managing properly if it went ahead.

RESOLVED:

To note the report.

21 PROGRAMME FOR GROWTH - UPDATE ON EXISTING PROGRAMME - S/18/11

The Economy and Infrastructure Manager introduced the report which asked the Committee to consider the content of the report and make any comments on the Council's Programme for Growth.

The Committee noted that the report outlined the quarterly progress on delivering the Programme for Growth, in accordance with the approach agreed at the meeting of the Executive on 3 May 2018.

The Leader of the Council was also in attendance for consideration of the item.

The Committee noted that a great deal of the work so far on the Programme for Growth had been around project planning and organising of expenditure; some of the projects detailed in the report would last for a few months, some for a number of years.

Members discussed future potential uses for the recently purchased former Natwest bank premises in Selby and Tadcaster; officers confirmed that a number of uses were being considered, including retail, residential and commercial space.

The Committee were pleased to note that Selby District Council had recently won 'Local Authority of the Year' at the Business Insider Property Awards, and acknowledged the importance of the Council being able to keep delivering successful projects and maximising the potential of the district.

RESOLVED:

To note the progress on the existing Programme for Growth.

22 TREASURY MANAGEMENT QUARTERLY UPDATE Q1 2018/19 - S/18/12

The Head of Finance introduced the report which asked the Committee to consider the contents of the report and make any comments on the Council's treasury management.

The Leader of the Council was also in attendance for consideration of the item.

The Committee noted that the report reviewed the Council's borrowing and investment activity (Treasury Management) for the period 1 April to 30 June 2018 (Q1) and presented performance against the Prudential Indicators.

Members were advised that on average the Council's investments totalled £60.6m over the quarter at an average rate of 0.66% and earned interest

of £98.8k (£68k allocated to the General Fund; £31k allocated to the HRA) which was £30k above the year to date budget. Whilst cash balances were expected to reduce over the year, the bank rate increased on 2 August 2018 meaning forecast returns could be in the region of £360k, a budget surplus of £120k.

Officers explained that long-term borrowing totalled £59.3m at 30 June 2018 (£1.6m relating to the General Fund; £57.7m relating to the HRA). Interest payments of £2.5m were forecast for 2018/19, a saving of £0.3m against budget. The Council had no short term borrowing in place as at 31 March 2018, and the Council's affordable limits for borrowing were not breached during this period.

Members asked questions of the officer on issues including property funds and investment returns.

RESOLVED:

To note the report.

The meeting closed at 5.25 pm.

Scrutiny Committee Work Plan for 2018/19

Please note that any items 'called in' will be considered at the next available meeting. Councillor Call for Action will also be considered at the next available meeting. **PROVISIONAL DATES FOR 2018/19** – 25 October 2018, 21 February 2019, 25 April 2019.

Date of meeting	Topic	Action required
27 June 2018 (moved from 5 July 2018)	Annual Report 2017/18	To consider and approve the Scrutiny Committee Annual report for 2017/18.
	Work Programme 2018/19	To consider the Scrutiny Committee's Work Programme for 2018/19.
	Corporate Performance Report – Q4	To provide a progress update on 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.
	Treasury Management Monitoring Report - Q4	To consider the Council's Treasury Management Activity for Q4 and the performance against the prudential indicators.
	Financial Results and Budget Exceptions - Q4	To consider the financial results and budget exceptions report for Q4.
	Programme for Growth Update	To consider the changes made to the Programme for Growth as part of the Corporate Plan refresh and as a response to the LGA Peer Challenge recommendations.
	Scrutiny Review 2018	To consider and comment on the report on the Scrutiny Review 2018.

	Housing Matters Report	To consider a report into Housing issues.
Thursday 27 September 2018	Work Programme 2018/19	To consider the Committee's work programme for 2018/19.
	Corporate Performance Report - Q1	To provide a progress update on 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.
	Financial Results and Budget Exceptions - Q1	To consider the financial results and budget exceptions report for Q1
	Programme for Growth Q1 Monitoring	To consider the Q1 monitoring report for the Programme for Growth.
	Treasury Management - Monitoring Report - Q1	To consider the Council's Treasury Management Activity for Q1 and the performance against the prudential indicators.
	Leisure Annual Review	To discuss the Annual Review of the Council's leisure services.
PROVISIONAL DATE (CONFIRMED) 25 October 2018	Transport Matters	<p>To consider transport matters in the District and surrounding Leeds City Region ('City Region Connectivity'). Invited are:</p> <ul style="list-style-type: none"> - Arriva (Paul Flanagan, General Manager) - Northern Rail (Pete Myers, Stakeholder Manager) - West Yorkshire Combined Authority (Dave Pearson, Director of Transport Services) - Transpennine Express/First Group (Graham Meiklejohn, Regional Development Manager) - NYCC (David Bowe Corporate Director, Business and Environmental Services)

	Street Cleansing Performance	To consider street cleaning performance by Amey, alongside NYCC and Area 7 Highways responsibilities for road/highways cleansing.
	Olympia Park Development	To receive an update on the Olympia Park Development.
Thursday 22 November 2018	Economic Development Framework – One Year On	To receive an update on the Council's Economic Development Framework.
	NYCC Director of Public Health Annual Report 2017-18, Health Action Plan and Selby Health Matters	To consider the annual report of the Director of Public Health from NYCC, the Health Action Plan and Selby Health Matters work.
	Programme for Growth Q2 Monitoring	To consider the Q2 monitoring report for the Programme for Growth.
	Housing Development Programme	To receive an update on the Housing Development Programme.
	Financial Results and Budget Exceptions - Q2	To consider the financial results and budget exceptions report for Q2.
	Treasury Management - Monitoring Report - Q2	To consider the Council's Treasury Management Activity for Q2 and the performance against the prudential indicators.
	Work Programme 2018/19	To consider the Committee's work programme for 2018/19.

	North Yorkshire Police – Chairman of Police and Crime Panel and Chief Inspector	To receive an update from the Chairman of the Police and Crime Panel (Cllr Carl Les) on current issues in the county and Selby District. Also in attendance will be Chief Inspector Rachel Wood.
	Car Parking Strategy – Review after 6 – 12 months of operation	To consider the effects of new tariffs from the Car Parking Strategy after 6 – 12 months operation.
Friday 25 January 2019 (due to MP attendance)	Nigel Adams MP – confirmed	The MP for Selby and Ainsty will be in attendance at the meeting to discuss local issues.
	Housing Revenue Account Business Plan	To consider and comment on the proposed Housing Revenue Account Business Plan.
	6-monthly Emergency Planning Incidents Update	To receive an update on incidents to which the Council's Emergency Response Team have dealt with.
	Corporate Performance Report – Q2	To provide a progress update on 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.
	Financial Results and Budget Exceptions – Q3	To consider the financial results and budget exceptions report for Q3.
	Treasury Management - Monitoring Report – Q3	To consider the Council's Treasury Management Activity for Q3 and the performance against the prudential indicators.
	North Yorkshire Safeguarding Adults Board Annual Report 2017/18	To consider the annual report of the North Yorkshire Safeguarding Adults Board for 2017/18.

	Scrutiny Committee Work Programme Planning for 2018/19	To consider and plan the Committee's work plan for the 2018/19 municipal year.
Thursday 21 March 2019	Programme for Growth Q3 Monitoring	To receive an update on the Programme for Growth.
	Corporate Performance Report – Q3	To provide a progress update on 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.
	New Scrutiny Guidance	To consider the new scrutiny guidance published by the Government in December 2018.
	Olympia Park Development	To receive an update on the Olympia Park Development.
	Visitor Economy Strategy and Action Plan – Annual Review	To consider the annual review of the Visitor Economy Strategy and Action Plan.
	Scrutiny Committee Work Programme for 2018/19	To consider and agree the Committee's work plan for the 2018/19 municipal year.

Other issues to be added to the work plan as appropriate in 2018/19 or 2019/20:

- Council Funded Community Centres
- Police Co-location – add to 2019-20 plan when co-location agreed and implemented (likely to be moving in February 2019)
- Scrutiny Committee Annual Report 2018/19 – add to first meeting of 2019-20 year
- Local Enterprise Partnerships (LEPs)
- Annual Report of Barlow and Hambleton Hough – Wildlife Trust (add on 2019/20 work programme for July 2019)
- Tour de Yorkshire – evaluation (after the event in May – perhaps add on for July or September 2019)
- Empty Homes/Voids – following Executive consideration

- Regular monitoring of the performance of Planning Enforcement – suggested by Policy Review Committee who have been considering the new Planning Enforcement Management Plan

‘Deep Dives’/‘Scrutiny in a Day’ Reviews

- Review of Planning Enforcement (Policy Review Committee are undertaking elements of this work)
- Review of Safer Selby Hub and Anti-Social Behaviour
- Review of Housing
- 1 or 2 specific aspects of quarterly performance reports, as identified by Members

Selby District Council



Forward Plan of Key Decisions 1 November 2018 to 28 February 2019

This Forward Plan gives notice as requested by the Local Authorities (Executive Arrangements & Meetings and Access to Information) (England) Regulations 2012, of key decisions proposed to be made by the Council's Executive over the next four months and which decisions contain confidential or exempt information as defined in the Local Government Act 1972

Contact Information:

Democratic Services
Selby District Council
Civic Centre
Doncaster Road
Selby District Council
YO8 9FT

Email: democraticservices@selby.gov.uk
Tel: 01757 292207

Published on 3 October 2018

Selby District Council Executive

Name	Role	Contact Details
Councillor Mark Crane	Leader of the Council and Lead Member for Leisure, Strategic Matters, External Relations and Partnerships	mcrane@selby.gov.uk
Councillor John Mackman	Deputy Leader of the Council and Lead Member for Place Shaping	jmackman@selby.gov.uk
Councillor Cliff Lunn	Lead Member for Finance and Resources	clunn@selby.gov.uk
Councillor Chris Pearson	Lead Member for Housing, Health and Culture	cpearson@selby.gov.uk
Councillor Chris Metcalfe	Lead Member for Communities and Economic Development	cmetcalfe@selby.gov.uk

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Selby District Council Leadership Team

Name	Role	Contact Details
Janet Waggott	Chief Executive	01757 292001 / jwaggott@selby.gov.uk
Dave Caulfield	Director of Economic Regeneration and Place	01757 292073 / dcaulfield@selby.gov.uk
Julie Slatter	Director of Corporate Services and Commissioning	01757 292071 / jslatter@selby.gov.uk
Karen Iveson	Chief Finance Officer	01757 292056 / kiveson@selby.gov.uk
Gillian Marshall	Solicitor to the Council	01757 292095 / gmarshall@selby.gov.uk

Definition of Key Decisions

In accordance with The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, this document serves as Selby District Council's notification of key decisions and private items. There is a legal requirement for local authorities to publish a notice setting out the key decisions and decisions which may be taken in private 28 clear days before such decisions are taken.

It contains details of decisions for the next four months and is supplemented by the publication of the agenda 5 clear working days before the meeting. It will be updated and published at the end of each month. All items listed on the attached Plan are key decisions and those which are private items are outlined as such.

A Key Decision is any decision which is financially significant for the service or function concerned because it relates to expenditure or savings of more than £150,000 or which will have a significant impact on people who live and work in an area covering two or more district wards.

If you would like further information on any of the items shown in this forward plan please contact the respective officer(s) for each item. Copies of, or extracts from the documents to be submitted to the decision maker may be obtained from the relevant Contact Officer listed in the table below or from Democratic Services, Selby District Council, Civic Centre, Doncaster Road, Selby, YO8 9FT following their publication. Other documents relevant to the matters to be considered may also be submitted to the decision maker and these can be obtained via the same process as mentioned above.

To make your views known on any of the items you may contact the Councillors shown; alternatively you may contact the officer(s) shown and he/she will ensure that a written note of your views is presented to the decision-maker before a decision is taken.

All meetings at which key decisions will be considered are open to the public, unless the subject matter is such that Schedule 12A of the Local Government Act 1972 as amended by the Local Government (Access to Information) (Variation) Order 2006 allows the matter to be considered in private. For information about attending meetings or for a copy of the Forward Plan, please contact Palbinder Mann, Democratic Services Manager on 01757 292207 or pmann@selby.gov.uk. A copy is also available at the Council's website, www.selby.gov.uk

In relation to **private meetings**, the reason an item is expected to be covered in private will be identified in accordance with the exempt information categories which are set out in Part 1 of Schedule 12A of the Local Government Act 1972 as amended):

Paragraph	Category/explanation
1	Information relating to any individual.
2	Information which is likely to reveal the identity of an individual.
3	Information relating to the financial or business affairs of any particular person. (Including the authority holding that information)
4	Information relating to any consultations or negotiations or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
5	Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6	Information which reveals that the authority proposes – a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or b) to make an order or direction under any enactment.
7	Information relating to any action taken or to be taken in connection with the prevention, investigation of prosecution of crime.

The document sets out the items which are to be covered in private at the below meetings. Any representations as to why the item should not be covered in private should be sent to Palbinder Mann, Democratic Services Manager on 01757 292207 or pmann@selby.gov.uk.

The Council will publish a further notice 5 clear days before the relevant meeting which will give the Council's response to any such representations.

Important Note

This document sets out the Council's intentions as to future decisions as at the date of publication. However, if circumstances change, the Council reserves the right to publish an updated version of this document and/or rely on the provisions in the regulations as to urgent decisions.

Likely Date of Decisions	Decision Maker	Title of Decision/Item	Description of Decision	Documents to be submitted to the Decision Maker	Public/Private	Lead Councillor	Lead Officer/Report Author
15 Oct 2018	Head of Operational Services	Contract for Improvement Works to South Parade and Audus Street Car Parks, Selby	The award of contracts for the improvement of South Parade and Audus Street Car Parks, as per the programme for Car Park Improvements.	Tender Evaluation	Open	Councillor Chris Metcalfe cmetcalfe@selby.gov.uk	June Rothwell jrothwell@selby.gov.uk
8 Nov 2018	Executive	Garden Waste Recycling Credit Changes	To approve the preferred option for the proposed changes from North Yorkshire County Council.	Report of the Head of Commissioning, Contract and Procurement	Open	Councillor Chris Pearson cpearson@selby.gov.uk	Julie Slatter jslatter@selby.gov.uk
8 Nov 2018	Executive	Economic Development Framework - One Year On	To review the EDF delivery following Peer Challenge suggestions that the breadth of action points is too broad.	Report of Director of Economic Regeneration and Place	Open	Councillor Chris Metcalfe cmetcalfe@selby.gov.uk	Dave Caulfield dcaulfield@selby.gov.uk
8 Nov 2018	Executive	Financial Results and Budget Exceptions Quarter 2	To provide the Executive with details of major variations between budgeted and actual expenditure and income for Quarter 2 of 2018/19.	Report of the Chief Finance Officer	Open	Councillor Cliff Lunn clunn@selby.gov.uk	Karen Iveson kiveson@selby.gov.uk

8 Nov 2018	Executive	Treasury Management Monitoring Report Quarter 2	To review the Council's borrowing and investment activity (Treasury Management) for Quarter 2 of 2018/19.	Report of the Chief Finance Officer	Open	Councillor Cliff Lunn clunn@selby.gov.uk	Karen Iveson kiveson@selby.gov.uk
8 Nov 2018	Executive	Programme for Growth Monitoring - Quarter 2	To provide the Executive with an update on the Council's Programme for Growth.	Report of Director of Economic Regeneration and Place	Open	Councillor Chris Metcalfe cmetcalfe@selby.gov.uk	Dave Caulfield dcaulfield@selby.gov.uk
6 Dec 2018	Executive	Detailed Business Cases for Ph2 Small Sites	Approval of HDP Ph2 Small Sites detailed business cases to progress procurement of construction contracts and achieve start on site by March 2019.	Report and appendices	Private: Fully exempt The report is exempt from disclosure under the provisions of paragraph 3 of Schedule 12A of the LGA 1972 as it contains commercially sensitive information which could affect future procurement of the construction projects.	Councillor Chris Pearson cpearson@selby.gov.uk	Julian Rudd jrudd@selby.gov.uk

6 Dec 2018	Executive	Draft Revenue Budget, Capital Programme and Medium Term Financial Plan	To consider the draft revenue budget, capital programmes and Programme for Growth for 2019/20 to 2021/2022 prior to public consultation.	Report of the Chief Finance Officer	Open	Councillor Cliff Lunn clunn@selby.gov.uk	Karen Iveson kiveson@selby.gov.uk
6 Dec 2018	Executive	Compulsory Purchase of Empty Property	Approval is required to proceed with the compulsory acquisition of an empty property.	Report of the Head of Operational Services	Private: Part exempt Parts of the report are exempt from disclosure under the provisions of paragraph 3 of Schedule 12A of the LGA 1972 as it contains the specific property details of the proposed compulsory purchase and information relating to the financial/business affairs of a particular person.	Councillor Chris Pearson cpearson@selby.gov.uk	June Rothwell jrothwell@selby.gov.uk
10 Jan 2019	Executive	Housing Rents 2019/20	To present proposals for Housing Revenue rent levels in accordance with Central Government's current policy on rent setting.	Report of the Chief Finance Officer	Open	Councillor Cliff Lunn clunn@selby.gov.uk	Karen Iveson kiveson@selby.gov.uk

7 Feb 2019	Executive	Treasury Management Strategy Statement 2019/20, Minimum Revenue Provision Policy Statement 2019/20, Annual Investment Strategy 2019/20 and Prudential Indicators 2019/20	To consider the proposed Treasury Management Strategy prior to submission to Council.	Report of the Chief Finance Officer	Open	Councillor Cliff Lunn clunn@selby.gov.uk	Karen Iveson kiveson@selby.gov.uk
7 Feb 2019	Executive	Financial Results and Budget Exceptions Quarter 3	To provide the Executive with details of major variations between budgeted and actual expenditure and income for Quarter 3 of 2019/20.	Report of the Chief Finance Officer	Open	Councillor Cliff Lunn clunn@selby.gov.uk	Karen Iveson kiveson@selby.gov.uk
7 Feb 2019	Executive	Treasury Management Monitoring Report Quarter 3	To review the Council's borrowing and investment activity (Treasury Management) for Quarter 3 of 2019/20.	Report of the Chief Finance Officer	Open	Councillor Cliff Lunn clunn@selby.gov.uk	Karen Iveson kiveson@selby.gov.uk
7 Feb 2019	Executive	Programme for Growth Monitoring - Quarter 3	To provide the Executive with an update on the Council's Programme for Growth.	Report of Director of Economic Regeneration and Place	Open	Councillor Chris Metcalfe cmetcalfe@selby.gov.uk	Dave Caulfield dcaulfield@selby.gov.uk

7 Feb 2019	Executive	Draft Revenue and Capital Programme and Medium Term Financial Plan	To consider the draft revenue budget, capital programmes and Programme for Growth for 2019/20 to 2021/2022 prior to public consultation.	Report of the Chief Finance Officer	Open	Councillor Cliff Lunn clunn@selby.gov.uk	Karen Iveson kiveson@selby.gov.uk
7 Feb 2019	Executive	Submission of Site Allocations Local Plan	Approval to submit the Site Allocations Local Plan to the Secretary of State for examination.	Proposed Submission Version of Site Allocations Local Plan and schedule of proposed modifications	Open	Councillor John Mackman jmackman@selby.gov.uk	Dave Caulfield dcaulfield@selby.gov.uk

A Strategic Transport Prospectus for North Yorkshire

**The Places in Between:
Contributing to 'The Northern Powerhouse'**



Joint Foreword

This document is North Yorkshire County Councils Strategic Transport Prospectus. It sets out how North Yorkshire County Council would like to work with the Government, Transport for the North and the Northern City Regions to ensure that improved transport connections allow England's largest County to both contribute to and share in the economic benefits of The Northern Powerhouse.

North Yorkshire is part of 'The North'. It is at the geographical centre of the North of England, has much of the North's strategic transport infrastructure running through it, contributes to the current economic prosperity of the North and has huge potential for future growth.

We, the County Council, share the vision of The Northern Powerhouse and want to be fully involved. Linking the economies of the city regions of the North will undoubtedly bring great economic benefits and hopefully create a powerhouse to rival London, but there are important 'Places In Between'. North Yorkshire is one of those. Though we are a rural county, with a dispersed population in a big area, we have great ambitions. Our 28,000 small businesses are a mainstay of our economy and we want to help them flourish whether they are in the geographical centre of the County or on the remote peripheries. Big businesses also want to invest in our County.

A probable £2bn investment in Potash on the coast, £0.7bn in the biggest power station in Britain at Drax and the world's biggest wind farm at Dogger Bank off the North Yorkshire coast are all global scale investments. We have a strong food production, transport and logistics industry capitalising on our good north south transport links and we are rapidly becoming a global centre for agri-tech research.

We have our transport problems though. Transport links to the coast and across the Pennines are relatively poor, being a rural area people's access to rail is limited and we need to ensure that our good north-south transport links remain good. We believe that relatively small government investments in transport in North Yorkshire can help address these problems and help spread The Northern Powerhouse to even more people making it bigger and better.

Executive Members for Business and Environmental Services.



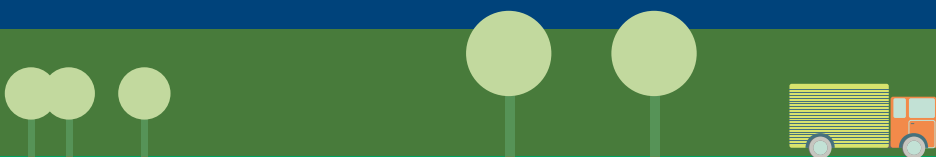
**County Councillor
Chris Metcalfe**



**County Councillor
Don Mackenzie**

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Executive Summary

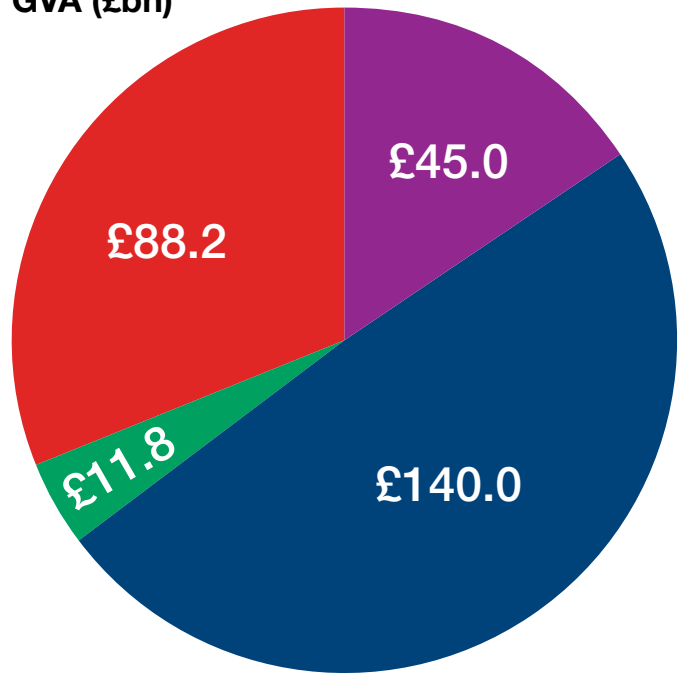
The Northern Powerhouse is a vision that seeks to better connect the six northern City Regions (Liverpool, Manchester, Leeds, Sheffield, Newcastle and Hull) with each other and with the rest of the Country to allow them to function as a single economy.

The County of North Yorkshire is at the geographical centre of this agglomeration of cities and as such is an essential part of this vision. In order to demonstrate how North Yorkshire can both contribute to and benefit from The Northern Powerhouse North Yorkshire County Council has prepared this Strategic Transport Prospectus which presents our long term (to 2045) vision for how improved transport in North Yorkshire can contribute towards a thriving northern economy.

North Yorkshire has an annual GVA (Gross Value Added - the measure of economic performance) of approaching £12bn per annum. That is three times the size of Hull, similar to both Liverpool and Sheffield and represents approaching 12% of the GVA of the whole Yorkshire and Humber region. It is therefore an important element of the northern economy. North Yorkshire is also seen as one of the best places to live in the Country and as such attracts many business leaders to live here and enjoy its high quality of life.

Much of the main transport infrastructure connecting the eastern areas of The Northern Powerhouse run through North Yorkshire including the main north – south road (A1(M)) and rail (East Coast Mainline) routes.

GVA (£bn)



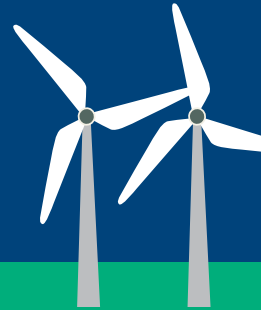
- The NW
- Yorkshire & The Humber
- North Yorkshire
- The NE

However, North Yorkshire is not simply ‘The Place In Between’ the cities. It has a thriving economy of small businesses, agglomerations of the steel supply and food industries and over the next ten years there are plans for global scale investment including a £2bn York Potash mine, and the biggest wind farm in the world is being built off the North Yorkshire coast at Dogger Bank.



Objective:

To ensure that all parts of North Yorkshire benefit from and contribute to the success of The Northern Powerhouse



Strategic Transport Priorities:

Improving east – west connectivity (including Trans Pennine links)

Improving access to High Speed and conventional rail

Improving long distance connectivity to the north and south

The County Council wants to fully contribute to and benefit from the potential of The Northern Powerhouse. It has therefore adopted the following transport Objective:

- To ensure that all parts of North Yorkshire benefit from and contribute to the success of The Northern Powerhouse.

To achieve this we have identified the following three Strategic Transport Priorities:

- Improving east – west connectivity (including Trans Pennine links)
- Improving access to High Speed and conventional rail
- Improving long distance connectivity to the north and south

These are not the only transport priorities for the Council but are the three that are most important in terms of The Northern Powerhouse.

To address these priorities we have identified a series of rail and road improvements. These include:

- Transformational change on Leeds – Harrogate – York Railway

- Access to High Speed rail where 85% of the population of North Yorkshire can get to an HS2 hub within 40 minutes and 75% to a conventional railway station within 20 minutes
- New rail infrastructure to enable Leeds – Newcastle in 60 minutes with phase one allowing Leeds – Harrogate in 15 minutes
- Journey time reductions on Scarborough – York line.
- Dual carriageway on the A64 between York and Malton to reduce journey times and improve journey time reliability
- A new A59 bypass of Harrogate
- Overtaking lanes on the A59 between Harrogate and Skipton to improve journey time reliability

These are all by their very nature large scale and expensive and are unaffordable from normal County Council transport budgets. We are therefore asking the Government for a small proportion of the funding available for The Northern Powerhouse to enable North Yorkshire to fully play its part.

North Yorkshire Strategic Transport Prospectus (Plan on a Page)

Priority	Where?	What should we do? (to 2030) Plans	What should we do? (to 2045) Aspirations
<p>Improving east – west connectivity (including Trans Pennine links)</p>	<p>Now</p> <ul style="list-style-type: none"> A64 Corridor Scarborough to York A59 York to Harrogate A59 Harrogate A59 Harrogate to East Lancs. <p>Later</p> <ul style="list-style-type: none"> A171 to Whitby A63 Selby to A1 	<ul style="list-style-type: none"> A64 Overtaking Lanes (Malton to Scarborough) A64 Dualling (Crambeck to Malton) A64 Hopgrove (plus dualling) Scarborough – York Rail Improvements A1237 York Outer Ring Road Dualling J47 - A1(M) / A59 York – Harrogate – Leeds Rail Improvements Harrogate Relief Road A59 Climbing Lanes Leeds – Selby – Hull Rail Improvements 	<ul style="list-style-type: none"> Cross Pennine Links A59 York to Harrogate Dualling A171 Improvements A63 Village Bypasses
<p>Improving access to HS2 and rail</p>	<p>Now</p> <ul style="list-style-type: none"> York HS2 Gateway Leeds HS2 Gateway ECML Harrogate Line Scarborough Line Selby Line 	<ul style="list-style-type: none"> Access to HS2 and Rail Study Gateway Stations Station Car Parks Highway Access Improvements 	<ul style="list-style-type: none"> Gateway Stations Station Car Parks Highway Access Improvements
<p>Improving long distance connectivity to the north and south</p>	<p>Now</p> <ul style="list-style-type: none"> A1(M) / ECML Corridor A19 / A168 Corridor <p>Later</p> <ul style="list-style-type: none"> A165 Corridor A65 Corridor 	<ul style="list-style-type: none"> HS2 Strategic new North Leeds railway infrastructure (phase 1). ECML Improvements A1 Upgrades A19/A168 Expressway 	<ul style="list-style-type: none"> A165 Improvements Scarborough – Hull Rail Improvements Strategic new North Leeds railway infrastructure (phase 2).



1. Context – What it's all about

In March 2015 the Department for Transport and Transport for the North launched their vision for how transport will help establish the North as a global economic powerhouse¹. The vision seeks to better connect the six northern City Regions (Liverpool, Manchester, Leeds, Sheffield, Newcastle and Hull) with each other and with the rest of the Country to allow them to function as a single economy.

The Northern Powerhouse also explicitly recognises that whilst the City Regions may be central to the vision the smaller towns and rural areas, The Places in Between, also have a crucial role to play.

This document, **A Strategic Transport Prospectus for North Yorkshire**, has been prepared by North Yorkshire County Council² in discussion with the York, North Yorkshire and East Riding (YNEY&ER) Local Enterprise Partnership and nine Local Planning Authorities. It sets out the County Councils headline Strategic Transport Priorities for the next 30 years (to 2045). It will concentrate in the short to medium term (to 2030)³ on what we aim to do to achieve them, how they can contribute to the establishment of The Northern Powerhouse and how Government and Transport for the North can help us. It will also present some of our aspirations for the longer term (to 2045).

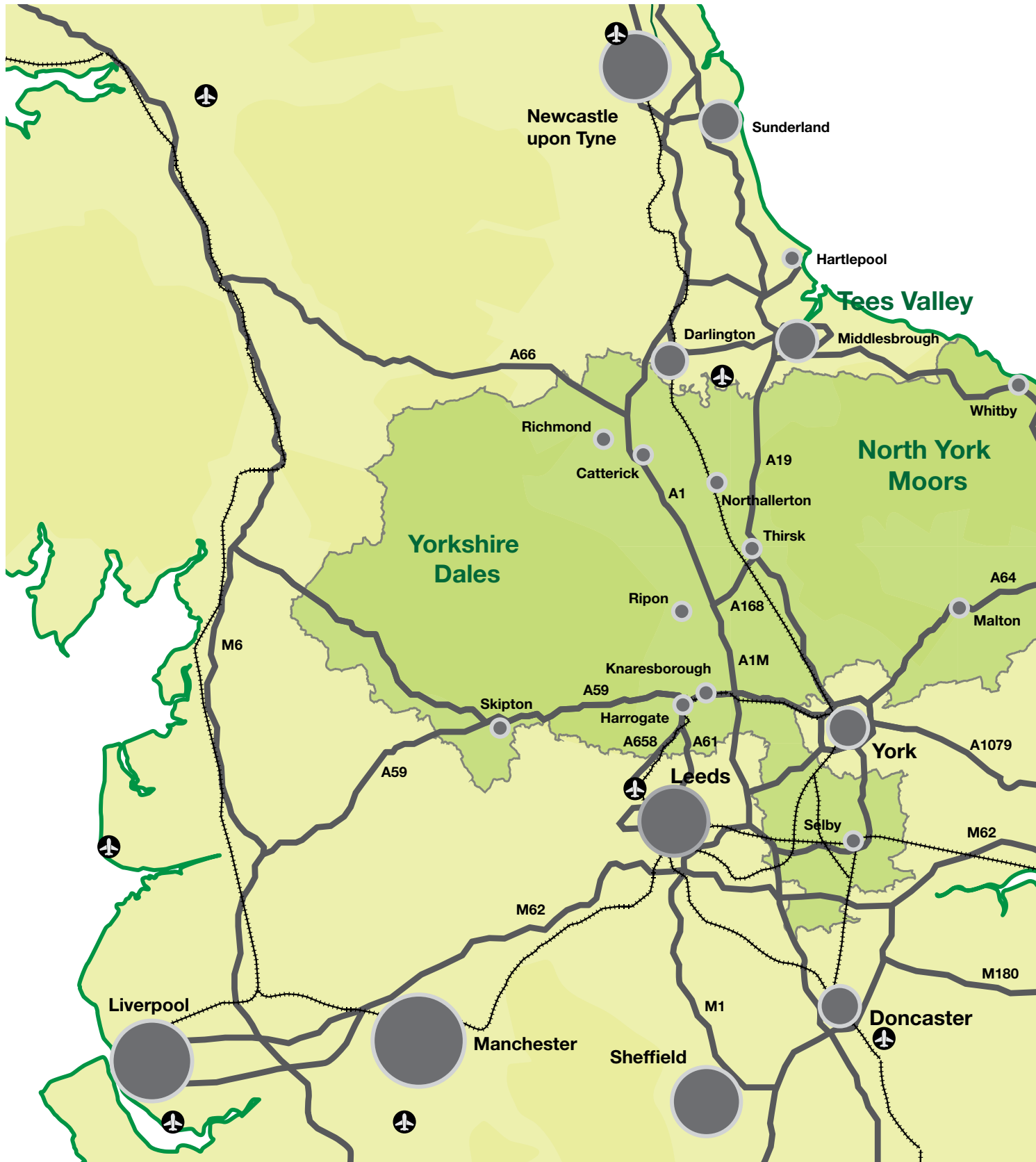
¹ The Northern Powerhouse: One Agenda, One Economy, One North <https://www.gov.uk/government/publications/northern-transport-strategy>

² North Yorkshire County Council is the upper tier local authority and Local Transport Authority for the geographical area of North Yorkshire (excluding York). Seven second tier Local Authorities and two National Parks are the Local Planning Authorities for the area.

³ Corresponding approximately to the end of the DfT Road Investment Strategy RIS 3, the Network Rail Control Period 7 and completion of HS2.

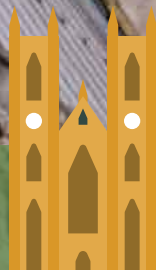


North Yorkshire in Northern powerhouse context





This Prospectus considers strategic transport in the context of The Northern Powerhouse. It will contribute towards and be supported by a more detailed Strategic Transport Plan which is being prepared as part of the new North Yorkshire Local Transport Plan which will come into force on 1 April 2016. This forthcoming Plan, as well as considering strategic transport on the scale of the North of England as a whole, will also consider strategic transport on a North Yorkshire scale.



2. The Northern Powerhouse – North Yorkshire

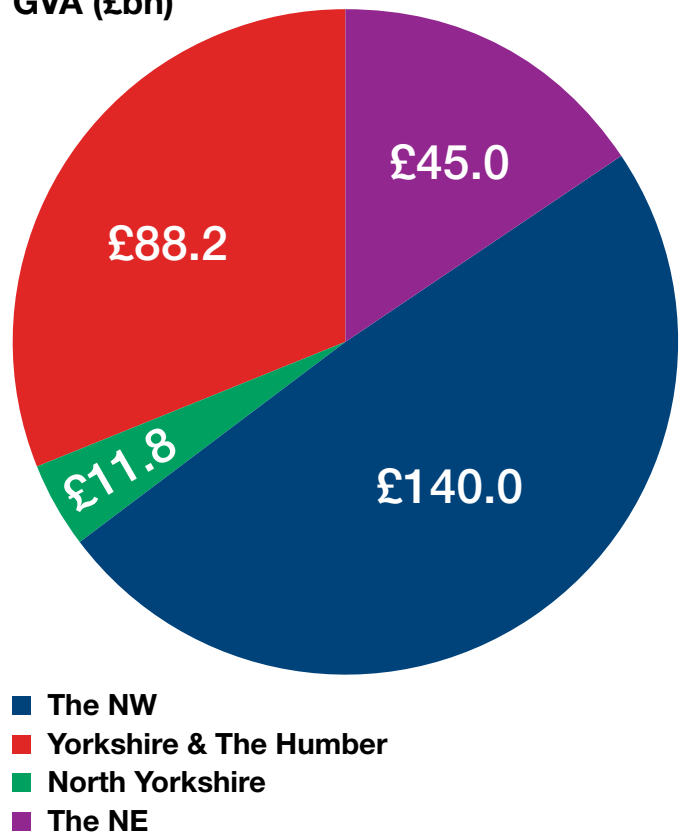
The Northern Powerhouse is about linking the three northern regional economies of the North West, Yorkshire and the Humber and the North East to form a single larger economy. With a population of 15m people and a GVA of £285bn (in 2013)⁴ this could transform The North into an economic powerhouse to balance the weight of London and compete effectively in a global economy.

North Yorkshire is a part of this economy. Its population (2013) of just over 600k people is 4% of the total population of the North and 11% of the population of the Yorkshire and Humber Region. Its local economy, valued at £11.8bn (2013), represents approximately 12% of the wider Yorkshire and Humber economy. To put that into perspective that is almost three times the GVA of Hull (c£4bn), bigger than Liverpool (c£10bn) and about the same size as Sheffield and the Tees Valley City Region (c£11bn)

North Yorkshire is not just about its local economic performance. It is England's largest County. Catterick Garrison is Europe's largest military garrison. With two National Parks, two Areas of Outstanding Natural Beauty and numerous historic towns and cities it is widely known as one of the best places to live in the UK. Many of the 'movers and shakers' of the northern economy choose to live in North Yorkshire. Over 47,000 (10.8%)⁵ of the working age population of North Yorkshire are identified as being in Socio-Economic Classification 1 (Higher managerial, administrative and professional

occupations) compared to 8.9% in the neighbouring areas of West Yorkshire and only 6.7% in the Tees Valley. Census figures also suggest that many of these North Yorkshire resident professionals choose to live in North Yorkshire but to work elsewhere in the North. It is widely accepted that a significant consideration in business location decisions is where the business leaders want to live with their families and the high quality landscapes and quality of life in North Yorkshire fulfil this desire.

GVA (£bn)



⁴ The Northern Powerhouse – GVA and Population Estimates by Region.

⁵ Source – 2011 Census.

North Yorkshire has a very varied economic base. The economy has a large SME sector consisting of over 28,000 businesses. Approximately half of these are clustered in the central A1 / A19 transport corridor. Growth in the scale and number of SME's is a key priority of the Strategic Economic Plan and better connections to the more peripheral areas of the County will assist the performance of the more remote SME's especially in the districts of Craven, Ryedale and Scarborough.

Tourism and the visitor economy is an important and growing sector of the Yorkshire economy worth approximately £7bn per annum accounting for approximately 8.5% of the regions output.⁶ A significant element of this is based in North Yorkshire where the two national parks (North York Moors and Yorkshire Dales) and the east coast holiday resorts (including Whitby, Scarborough and Filey) contribute more that £1.4bn. North Yorkshire has also been developing events to bring visitors from a wider UK and International base for example hosting the 2014 Tour de France Grand Depart, the Tour de Yorkshire, the Mountain Bike World Cup in Dalby Forest as well as major conferences / exhibitions and new events such as power boat racing and Open Air Theatre on the coast.

There is also still a significant heavy industry economy in North Yorkshire. There is a notable agglomeration of steel stockholders, processors, designers and fabricators. This ranges from smaller companies such as Tomrods in Thirsk through to Severfield⁷ the largest structural steel business in the UK which was heavily involved in key national projects such as the Olympic Stadium, The Shard and Heathrow Terminal 5 as well as many run of the mill everyday warehouses. Severfield has two sites in North Yorkshire including their main site at Dalton Industrial Estate near Thirsk and at Sherburn near Scarborough. There are other major players in the industry based in Dalton including Cleveland Steel and Steel Beams and Columns Ltd which are some of the biggest steel stockholders and distributors in the country.

North Yorkshire also has a strong agriculture and food sector. As well as over 5,800 agriculture, forestry and fisheries businesses there is a large food processing and production industry. This includes well known companies such as McCains based in Scarborough and The Wensleydale Creamery in Hawes (producing the only 'real' Wensleydale cheese) and also lesser known companies such as Malton Bacon Factory in Malton and R&R ice cream and Dalepak foods at Leeming Bar adjacent to the A1(M) all of which produce food products for major names (such as Nestle and Cadburys) as well as supermarket own brands.

North Yorkshire is well served by the east coast ports being located close to Teesport (the third largest single port in the UK catering for over 50 million tonnes of freight p.a.) and the Humber ports of Hull and Goole all of which have good road and rail links from North Yorkshire.

⁶ Source - Welcome to Yorkshire.

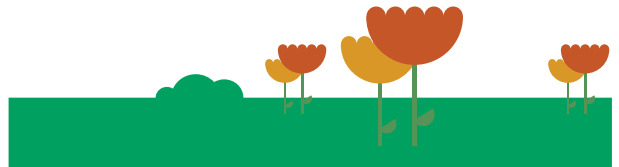
⁷ www.severfield.com

Looking at an even larger scale, over the next ten years there are plans for massive, global scale, private sector investment in the North Yorkshire economy including:

- York Potash⁸ – Plans to build the first new potash mine in the UK in 40 years. Located south of Whitby on the east coast the potential investment could be of the order of £2bn, directly creating 2,500 jobs in the construction phase and 1,000 longer term jobs with the potential for additional supply chain and service industry jobs. It is anticipated to generate exports of around £1bn per year for the UK economy once in full production. Planning applications for the project have recently (June 2015) been approved.



- Investment in the new National AgriFood Innovation Campus York (NAFICY) at the University of York and associated development at the FERA campus on the A64 near Sand Hutton in Ryedale will create 800 new jobs adding £100m to the regional economy.



- Biomass projects at Drax near Selby. Drax¹⁰ power station is the largest (previously) coal-fired power station in the UK. Drax typically supplies 7% to 8% of the total UK electricity demand and the Drax Group has an annual revenue of approximately £2.8bn with profits of around £450m per year. Drax has recently made a £700 million investment to transform three of its six generators into a largely biomass fuelled facility.

- Dogger Bank Offshore Wind⁹ – Dogger Bank in the North Sea around 125 miles east of the North Yorkshire coast is the largest of the allocated Round 3 zones for offshore power generation. Forewind, a consortium of 4 leading energy companies, plan to build the world's largest wind farm at Dogger Bank with around 1,000 turbines generating up to 7.2GW of power sufficient to power some 6 million British homes. Consent for the construction of part of the wind farm was granted in January 2015 with further consents expected in August 2015. Whitby on the east coast of North Yorkshire is the nearest port to Dogger Bank and whilst possibly not suitable for major construction shipping is ideally located for the long term support, servicing and maintenance needs of the wind farm.



⁸ www.yorkpotash.co.uk

⁹ www.forewind.co.uk

¹⁰ www.drax.com

Our economic ambitions, as set out in the YNY&ER Strategic Economic Plan, are that by 2021 for the whole of the LEP areas we will have increased the GVA by £3bn and created 20,000 jobs.

Strategic transport infrastructure in a Northern context



Transport is essential to the growth of the North of England and many of the main northern transport links go into and through North Yorkshire. In North Yorkshire there is around 100km of the A1(M) between South Yorkshire and Durham and the A168 / A19 corridor links the Tees Valley City Region and Teesport to the motorway network (A1(M)).

The East Coast Mainline (ECML) is North Yorkshire's North – South rail artery connecting North Yorkshire to London, the East Midlands, Yorkshire the North East and Scotland. Selby, Thirsk, Northallerton, Skipton and Harrogate all have direct services to London. At Northallerton the ECML splits to serve Teesside and Teesport. HS2 will join the East Coast Main Line in North Yorkshire south of York and continue onward to the North East. North Yorkshire's East - West rail connectivity is provided through the Transpennine rail routes that link the North East, North Yorkshire, York, Hull, West Yorkshire, Manchester, Liverpool and Lancashire. Rail services also link North Yorkshire with Sheffield and the East and West Midlands.

There are significant issues regarding rail capacity and resilience east of Leeds and north of York and Northallerton.

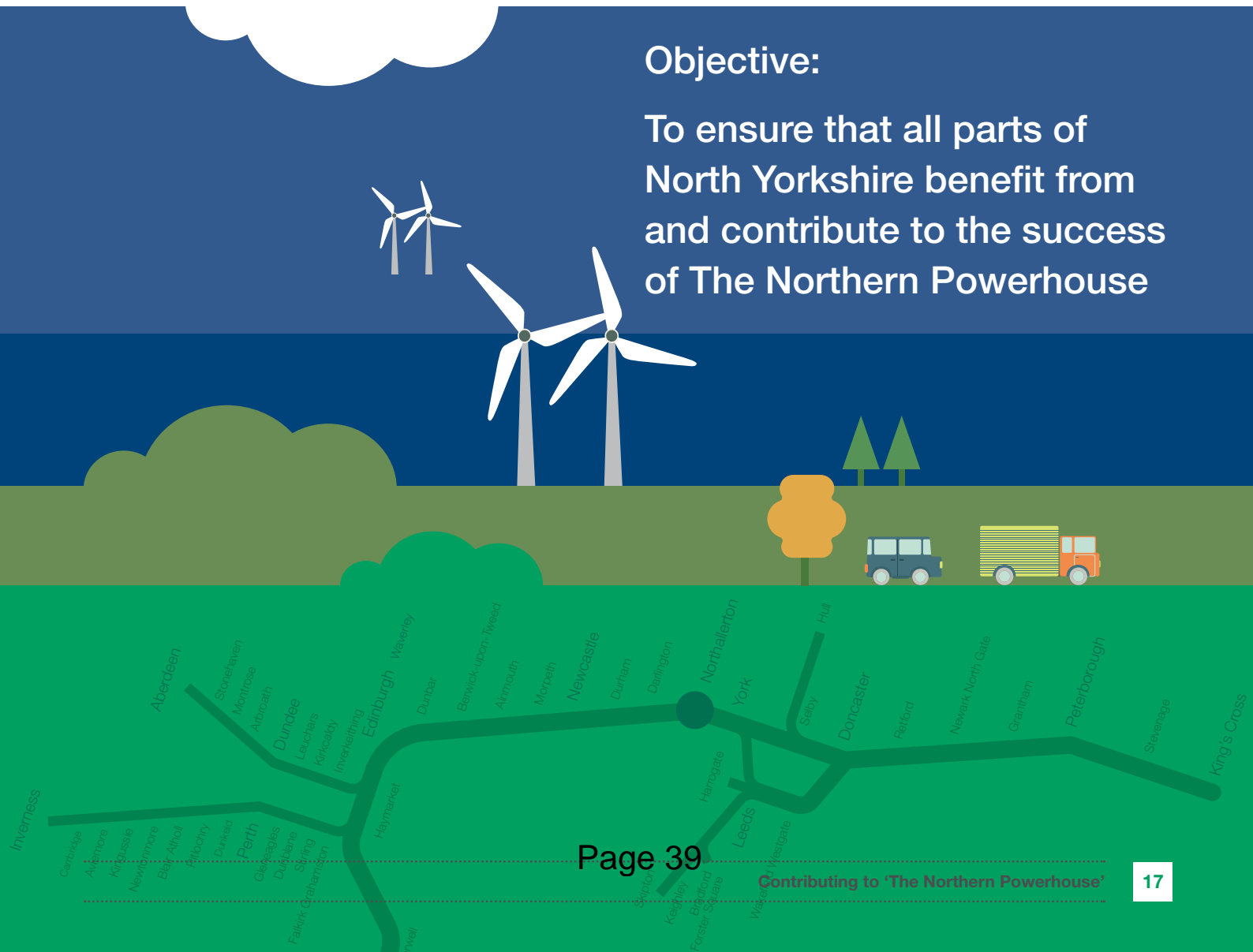
North Yorkshire isn't just 'a place in between' the City Regions it is an important and influential part of the North. Provision of the transport infrastructure necessary to support both the large scale and small scale businesses is essential to their success and to spreading this success to the wider Northern Powerhouse. Investment in North Yorkshire will also help facilitate the sustainable housing growth that is necessary to support the anticipated economic growth.

The Objective of our Strategic Transport Prospectus is therefore:

To ensure that all parts of North Yorkshire benefit from and contribute to the success of The Northern Powerhouse

Objective:

To ensure that all parts of North Yorkshire benefit from and contribute to the success of The Northern Powerhouse





3. Strategic Transport Priorities to 2045 – What’s Important

The current (2014/5) strategic transport priorities for North Yorkshire are set out in the North Yorkshire Local Transport Plan 2011-16 (LTP3)¹¹ and the York, North Yorkshire and East Riding Strategic Economic Plan (YNY&ER SEP)¹². In the main these priorities are compatible with the aims of Transport for the North but are somewhat more localised rather than being specifically considered in the context of The Northern Powerhouse.

In preparing this Prospectus these priorities have been reviewed by the County Council and the Local Planning Authorities to set them in the context of achieving the vision of The Northern Powerhouse.

Based on this review the Transport Prospectus identifies the 3 Strategic Transport Priorities below.

- Improving east – west connectivity (including Trans Pennine links)
- Improving access to High Speed and conventional rail
- Improving long distance connectivity to the north and south

Brief details and a justification of each of these priorities are set out below with our plans for improvements set out in sections 4 and 5.

Improving east – west connectivity (including Trans Pennine links)

In common with the rest of the North of England north – south transport links in North Yorkshire are generally good but the east – west transport links are relatively poor. This, together with their geographical remoteness from other large urban areas and the strategic highway and rail network, leads to underperforming economies in both the east (Scarborough Borough and Ryedale District) and west (Craven and Richmondshire Districts) of North Yorkshire. Poor Trans Pennine links especially between Craven District and East Lancashire also act as a constraint on the economies of both of these areas.

Improving these transport links and the east - west connectivity will both boost the local economies of these regions and contribute towards the vision of a single Northern economy. Additionally improved sub-regional east – west routes situated between the M62 to the south and the A66 to the north would help to relieve some of the pressures on these routes by catering for more of the sub-regional traffic movements.

Strategic Transport Priorities:

Improving east – west connectivity (including Trans Pennine links)

Improving access to High Speed and conventional rail

Improving long distance connectivity to the north and south

¹¹ www.northyorks.gov.uk/ltp

¹² <http://www.businessinspiredgrowth.com/about-the-lep/documents/>

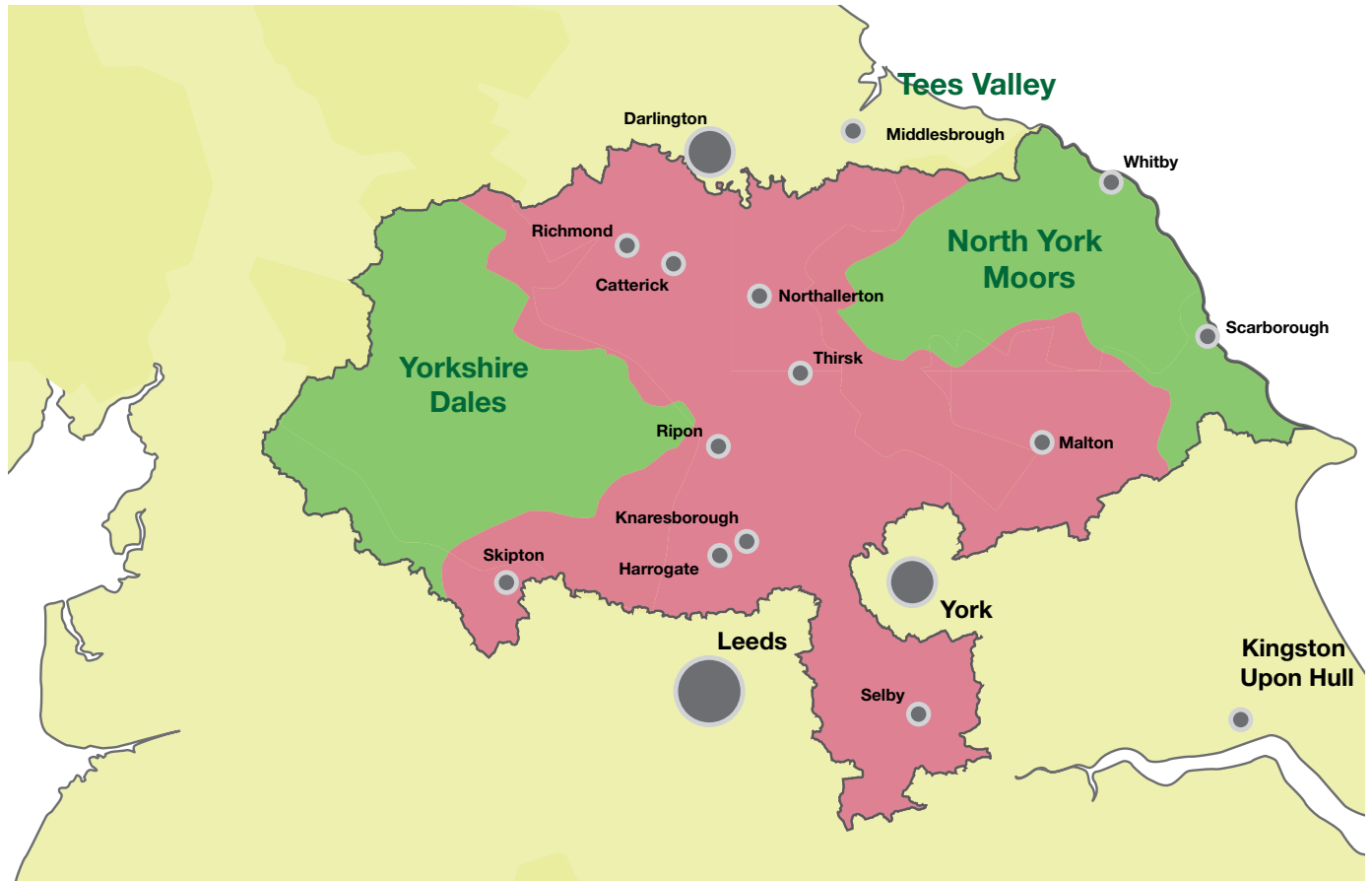
For North Yorkshire the YNY&ER SEP identified the A64 - A1237 – A59 linking Scarborough, York, the A1(M), Harrogate, Skipton and East Lancashire as the priority east – west highway corridor in North Yorkshire.

From a rail perspective, the Scarborough – York, York – Harrogate - Leeds and Hull - Selby – Leeds lines are the priority east – west rail corridors for North Yorkshire.

Ryedale and the east coast of North Yorkshire have the potential to become major contributors to the northern economic powerhouse with major developments in potash, offshore power generation and the growth of the agri-tech campus at Sand Hutton but without urgent improvements to this crucial east –west link both the scale and the spread of these economic benefits are likely to be constrained.

Looking further afield improvements to the A66(T) would also be beneficial to the economy of the northern areas of North Yorkshire as well as Cumbria, Teesside and the rest of the North East.

40 minutes travel time from a HS2 Gateway



Improving access to High Speed and conventional rail

We have identified our aspirations for rail through a number of conditional outputs, not least among these is the ability for 85% of the population of North Yorkshire to be within 40 minutes of an HS2 rail hub. Although this priority will contribute towards all of the other priorities listed above given the importance of HS2, and ultimately HS3, it is appropriate to identify it as a separate priority. High Speed rail will undoubtedly bring significant economic benefits to The North. However, in North Yorkshire the benefits of the improved journey times provided by HS2, and indeed improvements on the conventional rail network, are to some extent negated by difficulties in access to the HS2 gateways and to other railway stations.

In many cases the majority of North Yorkshires long distance rail users utilising key stations such as Northallerton and on the East Coast Mainline (ECML) are not from the town itself but from the surrounding rural hinterland. Access to the town stations for both the towns' people and the rural population is constrained by the rural and urban road network and poor parking facilities at the stations. Improving access to our 'conventional' railway stations especially for our rural population is therefore a priority for the County Council in the short to medium term. This may be either through the provision of improved road infrastructure, improved public transport interchange opportunities and / or through the provision of new 'parkway' railway stations. These would be located to better serve the rural population, provide more parking and hence allow much better road (car and bus) / rail transport interchange. Similarly, and linked to the above, improving road and rail access to the High Speed Rail Gateways in Darlington, York and Leeds is a high priority.

Improving long distance connectivity to the north and south

The north – south transport links through and in North Yorkshire are generally good and especially so in the central A1(M) / ECML corridor. This has helped with the continued strength of the logistics and food industry in the A1(M) corridor through North Yorkshire. However improved connections through North Yorkshire between the Yorkshire cities and those of the North East, and indeed the wider connectivity between the two economic powerhouses (the emerging Northern Powerhouse and the existing London powerhouse) are crucial to the long term prosperity of the UK.

The County Council supports the principle of continued upgrades to the A1 to the north, south and through the County. Equally upgrades to the A168 / A19 links from the Motorway network corridor would be beneficial to the local economy of the County but will also be crucial to link the Leeds and Tees Valley city regions and Teesport and the Port of Tyne.

From a rail perspective HS2 is the biggest project in a generation and will bring undoubted economic benefits to The North including North Yorkshire. A growing priority for the County Council is to ensure that North Yorkshire shares in these benefits and that the dispersed rural population of the County have good rail or road access to the HS2 gateways in Darlington, York and Leeds. Notwithstanding HS2 the existing ECML will remain an important rail route and the County Council supports infrastructure, rolling stock and service improvements on the ECML especially more direct connections to some of our main towns such as Harrogate, Selby and Scarborough. Also of growing importance will be the capacity constraints of the ECML between Leeds and Newcastle especially for freight on the ECML to Northallerton and onwards into Middlesbrough and Teesport.



4. Strategic Transport Interventions to 2030 – What we want to do

North Yorkshire County Council is committed to sharing in The Northern Powerhouse. It is however recognised that in order to be able to do so there are a number of major transport related barriers to be overcome. Whilst the County Council and partners can and will deliver many of the smaller scale initiatives others will require large scale and costly interventions. Therefore to successfully contribute to The Northern Powerhouse the County Council will need access to long term, secure funding streams for major transport schemes be this from the Local Growth Fund, Highways England RIS funding, Network Rail funding or other sources including the potential of devolved central Government funding to Transport for the North.

Experience has shown that in order to be able to access this funding transport authorities need to take the ‘risk’ of advanced preparation and design of schemes and initiatives. The current financial climate for Local Government means taking on this level of financial risk is difficult for the County Council. However, North Yorkshire County Council is committed to sharing the benefits of The Northern Powerhouse and as such has identified funding approaching £1m across the two years 2014/15 and 2015/16 to allow for the preparation of transport schemes and initiatives and a similar scale of funding is likely to be committed in future years.

The sections below outline our approach to developing the main schemes and initiatives that have the potential to make a substantial contribution to The Northern Powerhouse and brief details of some of the schemes that are in development. Further details of the schemes and the level to which each initiative contributes to the priorities are set out in Annex 1.

Our Rail Plan

Much of the railway infrastructure in the North of England is largely untouched from the Victorian era and no longer meets the demands of a Northern Powerhouse. We support the aspirations for high speed connected cities set out in The Northern Powerhouse. In line with industry practice, we have set out a High Level Conditional Output Statement and this points to the following interventions to achieve those outputs

Improving east – west connectivity

- Transformational change on York
- Harrogate – Leeds Line.

There is a strong business case for electrification of the line and in early 2015 the Government's Electrification Task Force concluded that the York – Harrogate - Leeds Line was a tier one priority for electrification. Harrogate is the largest town in North Yorkshire and supports the Leeds City Region and with high quality attractive housing, exceptional schools and safe and strong communities, all making it attractive for professionals to live.

Our long term plan for the line is for a £170m investment to bring about the electrification of the line, transformation and modernisation of Harrogate Station, and double tracking all of the remaining single track sections to improve performance and resilience. These works are being phased over the next 10 years, with the first sections of double track that are being funded by the County Council to be completed by 2018. The County Council are also mindful of the capacity constraints at Leeds station. Care must be taken to ensure that important local services are not overly compromised by the need to accommodate HS2 and other strategic rail services.

At the same time plans that City of York have for York Central Area will provide for an alternative north of the City approach to a new Platform 12. This will avoid crossing the East Coast Mainline thus providing greater resilience, increasing capacity and further reducing journey times.

Improving access to High Speed and conventional rail - Maintaining and improving access to HS2 Hubs and mainline stations.

With HS2 hubs at York, Leeds and Darlington approximately 74% of the county's population is within 40 minutes of a HS2 station. However there remain significant areas of the County, especially the coastal communities, not within 40 minutes of an HS2 hub.

In Our Highways Plan we will be bringing forward proposals to improve journey times on the main A64, and similarly our aspiration is for improved frequency and reduced journey time on Scarborough – York railway line.

Additionally, there are a number of key locations where parkway stations could provide a strategic access to the National Rail network. We will continue to examine the development of these sites.

Improving long distance connectivity to the north and south - Strategic North Leeds new railway infrastructure.

North of York there are several places where a failure on the ECML would result in complete shutdown with no services being able to travel to the North East or Scotland. This situation will be exacerbated when HS2 trains are also running on the classic network infrastructure.

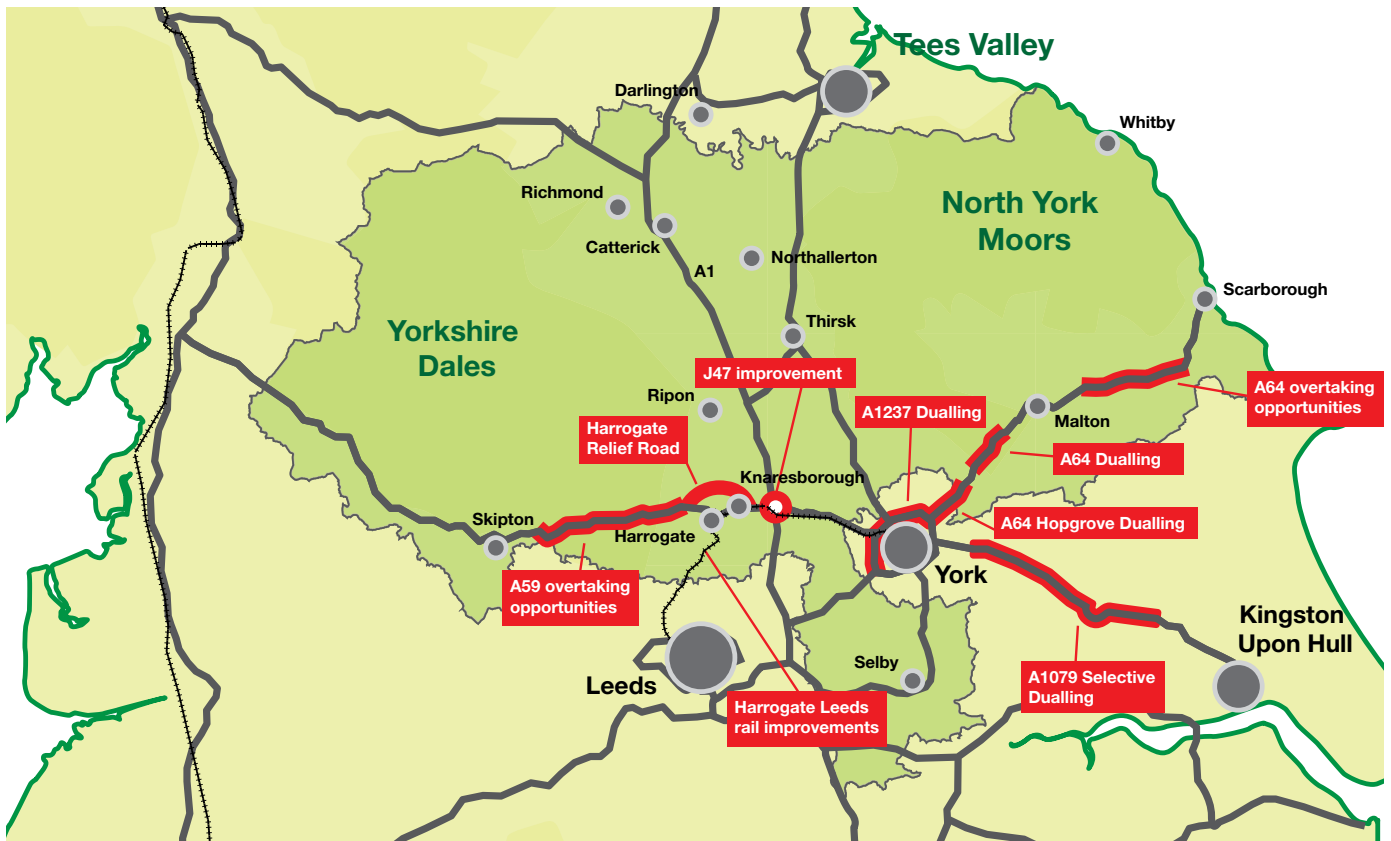
Providing resilience for the ECML to Tyneside and improving access for freight from Teesport and the Port of Tyne will ensure North Yorkshire and the North East are able to continue to grow and take advantage of the inward investment in the area.

A new railway from Leeds to Harrogate, Ripon and then joining the ECML north of Northallerton will bring much needed resilience to the ECML and

enable the East coast ports to expand. In the longer term (post 2030) it could also potentially help with plans and aspirations for housing and business growth in the central A1(M) / ECML corridor and it will help to enable the North East, Tees Valley and Yorkshire & Humber economies to act as a single market. Additionally it will remove three level crossings on busy A roads in Northallerton removing a major source of congestion and a constraint on the growth of North Yorkshire's County Town.

The £210m scheme will also provide for two new stations and better connect the Leeds City Region with the North East and Scotland. Whilst delivery of this proposal in the Leeds area could potentially start in the period to 2030 later phases in North Yorkshire are likely to be delivered after 2030.

East West Priorities Plan



Our Highways Plan

Improving east – west connectivity - Whilst any improvements in absolute journey times would be welcomed the long distances together with the vast investment needed to achieve major journey time improvements mean that in the medium term (to 2030) this is unlikely to be deliverable. Therefore the main issue that can be addressed on the priority east – west highway links is that of journey time reliability.

The east coast communities and Craven district have been dis-advantaged for many years by poor transport links and action is needed urgently. On both the A64 and A59 routes journey times can be very varied. Summer time holiday traffic (including caravans) can cause major delays as can agricultural vehicles and to a lesser extent, heavy commercial vehicles.

The County Council has therefore adopted an approach of identifying and developing proposals to increase overtaking opportunities on these roads through selective provision of dual carriageway and 2+1 single carriageway climbing lanes and overtaking lanes.

This includes proposals for dual carriageway on the A64 between Malton and York and overtaking lanes on the A64 between Scarborough and Malton. This is supplemented by the Highways England proposals to develop a scheme costing up to £250m for Hopgrove Roundabout and associated dualling on the A64 for inclusion in the second Roads Investment Strategy.

On the A59 we have identified 3 additional climbing lanes between Harrogate and Skipton including a major re-alignment at Kex Gill which also addresses a major landslip risk. These supplement the existing climbing lane and will provide two three lane overtaking opportunities in each direction. In addition we have identified a scheme to improve capacity at the A1(M) / A59 Junction 47 (provisional LGF funding agreed) and will be reviewing our Harrogate Northern Relief Road proposals later in 2015/16 to bring forward a scheme which contributes towards both east – west connectivity and addressing urban traffic congestion.

Also crucial to improved east-west linkages is the A1237 York Outer Ring Road. Whilst not within North Yorkshire provision of dual carriageway for this road would make a significant contribution to improving sub regional East – West connectivity and as such the County Council fully supports these proposals. Proposals by the East Riding of Yorkshire for selective dualling of the A1079 between York and Hull would bring significant benefits to North Yorkshire by improving connectivity to the Humber ports and the County Council also fully supports these proposals.

An additional investment of between approximately £125m to £250m (excluding the A64 Hopgrove scheme which is provisionally committed as part of RIS2) over the next 15 years would make a major contribution to improving the A64 and A59 east – west corridor and maximise the impact of the c£2bn private sector investment in potash, contribute towards the long term servicing and supply chain industries supporting offshore wind power as well as improving links to the FERA Sand Hutton campus and to SME's in Craven, Ryedale and Scarborough.

Improving access to High Speed and conventional rail

- Specific highway based initiatives to address this priority have yet to be developed. However in the near future and working with partners (especially Network Rail) the County Council will commence a wide ranging 'Access to HS2 and Rail' study which will look comprehensively at how we link our rural areas into rail. This will be a multi modal study and will include consideration of parkway stations, improved car parking and better highway links and the potential for the rationalisation of stations to provide one good station rather than two or three poor ones.

Improving long distance connectivity to the north and south

- For North Yorkshire long distance highway connectivity to the north and south is primarily provided by the strategic (trunk road) network including the M1/A1(M) and A19/A168 corridor. North Yorkshire County Council will work with and support Highways England on any proposals to upgrade these routes including the proposals to improve the A19/A168 to expressway standard by 2040 as included in the Roads Investment Strategy.¹³

¹³ Road Investment Strategy: for the 2015/16 – 2019/20 Road Period - page 49

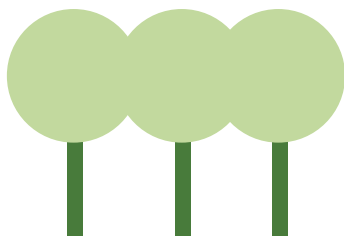
Our Freight and Logistics Plan

North Yorkshire has a strong freight, logistics and distribution industry especially along the A1(M) and ECML central corridor. North Yorkshire companies such as Reed Bordall at Boroughbridge, Alfred Hymas near Knaresborough, the Potter Group in Selby and Prestons of Potto near Northallerton are national players in the haulage and distribution industry operating over 500 vehicles between them. There are also major industrial estates specialising in warehousing and distribution most notably at Sherburn in Elmet near Selby which includes a major distribution depot for Eddie Stobart. North Yorkshire is also a major source of raw materials, an industry which is heavily dependent on freight transport. There are large limestone quarries in the Yorkshire Dales National Park, gravel extraction in the A1(M) corridor, major areas of commercial timber extraction and the potential York Potash mine.

The County Council endorses and supports the aspirations for a single plan for the needs of the freight and logistic industry and welcomes the opportunity afforded by The Northern Powerhouse proposals to engage with the industry and other public sector organisations to help to develop such a plan. The County Council has a number of transport planning staff who have previously worked in the logistics industry and as such would be willing and eager to take a lead role in the development of the logistics plan.

Recognising that freight and logistics is not just about the strategic transport network we will continue and where appropriate expand our approach to addressing the issues of freight at its local origins and destination including the highly acclaimed North Yorkshire Timber Freight Quality Partnership.

Rail Freight represents an effective way of moving large volumes of heavy goods and with a high percentage of the national rail freight travelling through North Yorkshire, the county's strategic railways are important to the industry. Recognising northern ports investment we are examining opportunities for additional freight to be transferred to rail, for improvements to the network that improve speed of freight and new opportunities for new freight routes.





5. Strategic Transport Aspirations 2030 to 2045 – Looking into the future

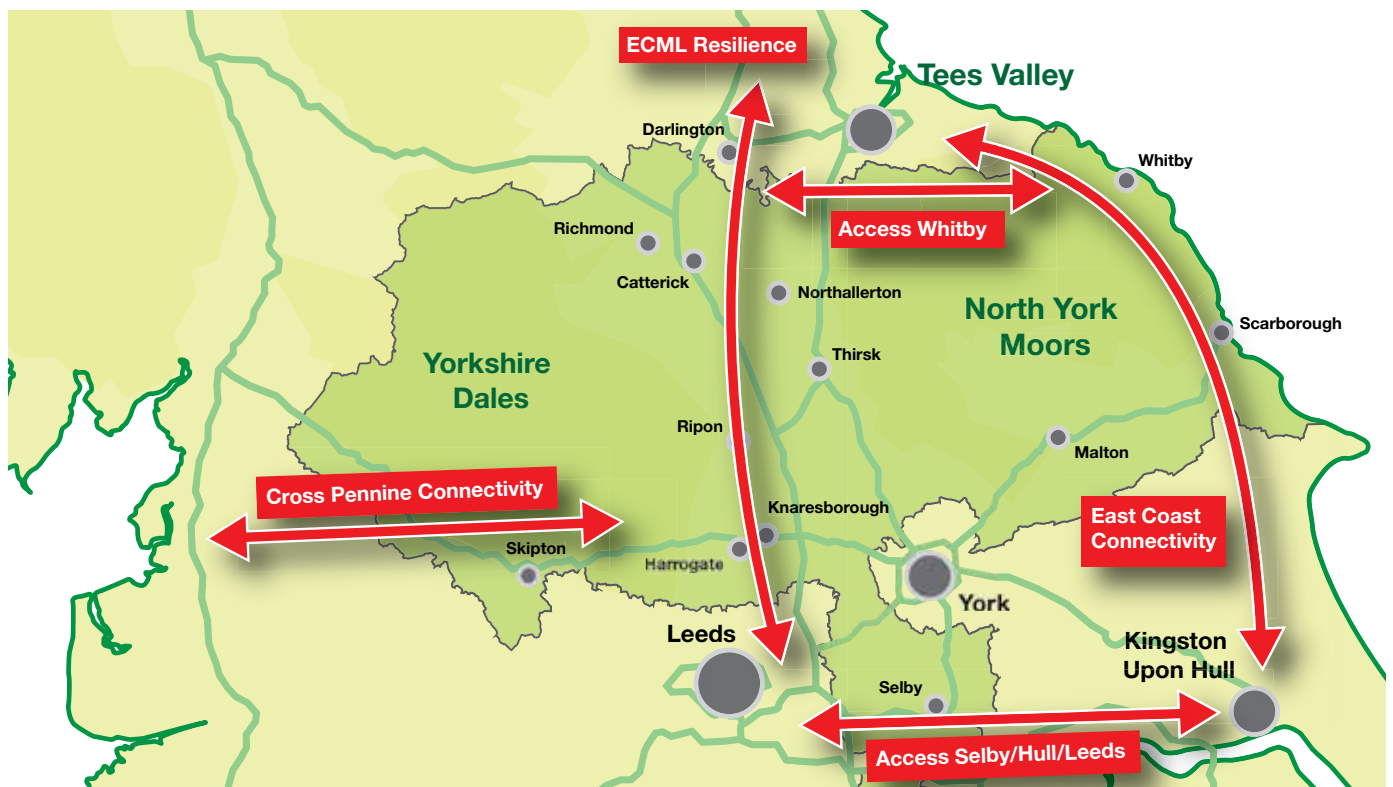
In section 4 we identified the main transport improvements we are aiming to achieve by 2030. Looking to the longer term our headline Strategic Transport Priorities are likely to remain the same, however our geographical areas of focus are likely to have moved on. At this early stage of development the County Council has not yet identified any specific schemes or interventions but our next set of priorities are likely to include the following:

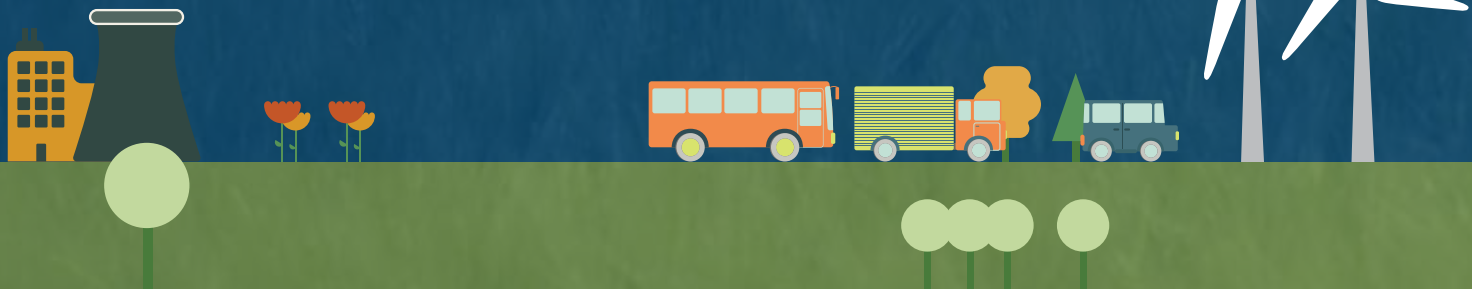
- Improved east – west road and rail links to Whitby to further enhance access to the rural economy, York Potash and off shore wind industry
- Improved east - west road and rail linkages between the A1(M), Selby and Hull to

contribute to further agglomeration benefits by better linking West Yorkshire and the Humber.

- Improved north – south road and rail access between Teesside – Whitby - Scarborough – Bridlington and Hull better linking the east coast economies.
- Cross Pennine links between Craven District and East Lancashire including the potential re-opening of the Skipton – Colne railway
- Potential re-opening of the Harrogate – Ripon – Northallerton railway to provide additional strategic capacity on the ECML corridor (continuation from pre 2030).
- Roll out of ‘parkway’ stations across North Yorkshire to improve access to rail.

Aspirations Plan





6. Working Together – Our ‘offer’ and ‘ask’ of Transport for the North

We will:

- Continue to take a lead role on Strategic Transport for North Yorkshire in partnership with the Local Planning Authorities covering the County.
- Continue to work with Local Planning Authorities to help with the preparation of local development plans and ensure land use and transport planning are integrated.
- Provide support and assistance on transport matters to the York, North Yorkshire and East Riding Local Economic Partnership.
- Proactively and positively engage with Transport for the North to help achieve the ambitions of The Northern Powerhouse.
- Commit County Council funding towards the identification, development and advanced design of strategic transport improvements that will contribute towards achieving the ambitions of The Northern Powerhouse as well as local objectives.
- Utilise our transport planners with logistics experience to take a lead role on engaging with the industry to develop a northern freight and logistics plan.
- Continue to support Rail North and promote our collective ambition for further devolution.
- Continue to work with and support the East Coast Main Line Authorities (ECMA) (which represents Local Authorities and Scottish Regional Transport Partnerships throughout the area served by the East Coast Main Line).

We would like:

- Recognition of the importance to The Northern Powerhouse of ‘the places in between’ the City Regions.
- Access to long term (15 to 30 years) secure capital funding streams to help improve the planning and preparation of major transport infrastructure schemes and reduce the risk of investment in advanced planning and design.
- Appropriate full representation for rural LEP’s on Transport for the North governance bodies.

Annex 1 – North Yorkshire Initiatives (to 2030) Contributions to Priorities

Initiative	Priority			
	Approx. Cost £m	East - West Connectivity	North - South Connectivity	HS2 and Rail Access
In North Yorkshire				
Transformational change on Leeds – Harrogate – York Line.	£170m	✓✓✓	✓	✓✓
Strategic new North Leeds railway infrastructure	£210m	✓✓✓	✓✓✓	✓✓
Access to HS and Conventional Rail	TBA	✓✓	✓✓✓	✓✓✓
A1(M) / A59 Junction 47 Upgrade*	£1m	✓✓✓	✓✓	✓✓
A64 Crambeck to Malton Dualling	£40m - £100m	✓✓✓	-	✓
A64 Malton to Scarborough Improvements	£12m -£24m	✓✓✓	-	✓
A64 Hopgrove Improvements (Highways England)*	£50m - £250m	✓✓✓	-	✓✓
A59 Harrogate to Skipton Overtaking Opportunities Package (inc. Kex Gill Diversion)	£25m -£30m	✓✓✓	-	✓
Harrogate Relief Road	£50m - £75m	✓✓✓	✓	✓
In other YNY&ER Authorities				
A1237 York Outer Ring Road Dualling (CYC)	c£150m	✓✓✓	✓	✓✓
A1079 selective dualling (ERYC)*	£14m	✓✓✓	✓✓	✓

* - Funding provisionally approved

Contact us

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Agenda Item 7



Report Reference Number: S/18/12

To: Scrutiny Committee
Date: 25 October 2018
Status: Non Key
Ward(s) Affected: All
Author: Aimi Brookes, Contracts Team Leader
Lead Executive Member: Councillor Chris Pearson, Lead Executive Member for Housing, Health and Culture
Lead Officer: Julie Slatter, Director of Corporate Services and Commissioning

Title: Report on Street Cleansing

Summary: To provide street cleansing information relating to contract specification, cleansing zones and standards, resources deployed and current performance levels to inform the scrutiny process.

Recommendation: To note the street cleansing provision within the district.

Reason(s) for recommendation: The Committee ensures the contribution of Scrutiny is effective in supporting service improvement and delivery against district wide and Council priorities.

1. Introduction and background

1.1 The Environmental Services contract was awarded to Enterprise Managed Services Ltd (now known as Amey Plc) commencing 1st October 2009 for a period of 7 ½ years (to align the contract with the financial year), with an option to extend for a further 7 years. The contract extension was taken up in April 2017 and the agreement will run until March 2025. The contract consists of the following three service streams:

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

1.2 Each service stream has a service specification that details the work requirements, performance standards, quantum and working parameters, such as hours or days of operation, which the service provider is required to deliver.

1.3 The contract is an outcome based contract that requires the service provider to deliver performance outcomes such as clean streets rather than an input frequency based contract. An outcome based contract enables a more flexible use of resources that can be changed to meet differing demands and seasons during the contract period without recourse to a formal contract variation. Therefore the deployment of resources (operatives and plant) evolves over the contract period to maintain “clean streets”.

2. The Report

2.1 The street cleansing service

2.2 The Street Cleansing function is carried out in conjunction with the Environmental Protection Act 1990 (EPA) and the Code of Practice on Litter and Refuse. Both pieces of legislation are very complex but basically require local authorities to operate their cleansing operations to meet specific standards and to react within a specified timescale if areas fail to meet the standard required. Every adopted highway and area of council owned land open to the public within the district (excluding motorways) is given a category, or zone, according to the intensity of activity that takes place in the area from people and vehicles. This in turn will determine how regularly cleaning takes place and how quickly the area should be brought back up to standard if the level of litter etc. accumulates.

2.3 The service consists of the following work elements:

- Cleansing of highways, footways and council owned land (mechanical and manual)
- Emptying of litter and dog bins
- Fly tipping removal
- Removal of dead animals
- Drug waste clearance
- Leaf fall removal
- Graffiti removal.

2.4 The main element of the service is the cleansing of highways, footways and council owned land.

2.5 Street cleansing volumes and service standards

2.6 The district has approximately 975 linear kilometres of adopted highway (2000 roads) that require cleansing to maintain the contract standard or outcome. Each road in the district has been zoned from Zone 1 (town centres) to Zone 7 (rural roads) and it is the Zone that defines the cleansing standard to be maintained. In simple terms, the frequency of sweeping required to maintain service standards.

2.7 The Zone of a road determines how long the service provider has to bring the road up to standard should the standard of cleanliness fall below a grade A for Zones 1 to 3 or a grade B for Zones 4 to 7 for either litter or detritus. The timescales for rectifying the cleanliness of a road range from 6 hours to 4 weeks depending on the

Zone and the level of litter or detritus present at the time. Generally, the lower the Zone numbers the shorter the rectification period.

2.8 Response times will be subject to overriding requirements, especially in relation to health and safety and traffic management, where the regulations or procedures laid down in the relevant legislation must be adhered to in the first instance. An example of this would be the A64 where there are sections of the road that we can only access with traffic management and road or lane closures in place. Work in this area is carried out in conjunction with Highways England and their contractors AOne+ to ensure as little disruption to road users as possible.

2.9 The service standards are defined by a grading system from A – clean with no litter or detritus to grade D – heavily littered with accumulations of detritus.

2.10 Appendix A contains more detailed information together with photographic examples of grades A to D.

2.11 Resources deployed to maintain standards

2.12 The integrated nature of the contract enables the service provider to switch resources between service streams as seasonal or logistical demands dictate, provided that the service outcomes are met. For example grass cutting operatives undertake seasonal cleansing activities such as leaf fall removal when the growing season is declining. Set out in the table below is a summary of the street cleansing service elements and the resources deployed.

Service	Where	When	How
Litter Clearance	All adopted highways and SDC owned land.	Daily across district in line with weekly street schedules.	3.5 tonne caged vehicles with crew operate across district.
	Deployed within Selby Town Centre and Tadcaster Town Centre.	Daily.	Dedicated barrow men in Selby and Tadcaster.
Street Sweeping	All adopted highways and SDC owned land.	8 week cycle district wide.	One large mechanical sweeping vehicle and one small footway/road sweeper.
	Selby Town Centre and Tadcaster Town Centre.	Minimum 3 x weekly.	As above.

Leaf Clearance	All adopted highways and SDC owned land. Special attention to known 'leaf hotspots'	Between September and December but period adjusted as weather dictates.	As above but with additional mechanical 'leaf vacuum'
Emptying Litter and Dog Bins	All SDC owned litter and dog bins across the district, and Parish and Town Council owned bins on request – approx. 640 bins in total	Frequency based on location and usage. From twice daily to once a week with 48hr response for full bins.	3.5 tonne caged vehicles with crew operate across the district.
Removal of Fly Tipping (illegal dumping)	All adopted highways and SDC owned land (647 incidents in 17/18)	Inspected by Community Warden within 7 days of report being received. 24hrs if hazardous.	3.5 tonne caged vehicles with crew operate across the district.
Removal of Graffiti	SDC owned land and buildings only	Offensive within 24hrs. Non offensive within 7 days.	3.5 tonne caged vehicles with crew operate across the district. Graffiti machine available if required.

2.13 Performance Measures

2.14 Street cleansing performance is measured through a number of performance indicators and management information that is reviewed on a monthly or quarterly basis. Set out below are the descriptions of the street cleansing performance measures:

- SC8 - Number of complaints regarding litter and dog bins
- SC9 - Number of ratified complaints for street cleansing service (excluding complaints about litter and dog bins)
- SC10a and SC10b - Percentage of relevant land and highways assessed as being within contract standard for levels of litter and detritus respectively
- SC12 - Percentage of fly tips removed within contract timescale.

2.15 Data for the performance indicators is gathered in a number of ways including number of customer complaints (SC8 and SC9), visual inspections carried out by SDC Officers (SC10a and SC10b) and reports taken from our complaint management system (SC12).

2.16 In addition to the above, the service provider is required to provide a monthly statement for:

- Number of sickness days expressed as a % of available days
- Vehicle downtime expressed as a % of available vehicle time
- Numbers of injuries, days lost and reported near misses.

2.17 Current Performance

2.18 Table 1 below shows the total street cleansing tonnage (excluding fly tipping) collected and disposed of in the last two financial years.

Table 1

Description	2016/17	2017/18
Total cleansing tonnages (excluding fly tips)	1,591 tonnes	1,364 tonnes

2.19 Table 2 shows performance against indicators for the same period and also includes performance for April to June 2018.

Table 2

PI	Target	2016/17	Target	2017/18	Target	2018/19 Q1
SC8	< 8 per month	85	< 8 per month	143	< 8 per month	36 1
SC9	< 24 per month	252	< 23 per month	230	< 22 per month	46
SC10a (litter)	> 97.5%	97.53%	> 97.5%	95.99%	> 97.5%	97.93%
SC10b (detritus)	> 88.76%	87.70%	> 88.76%	92.23%	> 88.76%	76.19% 2
SC12	> 95%	91.72%	Not monitored	N/A	> 95%	80.28% 3

1. Number of litter and dog bins in the district: 640

Minimum collections per month: $640 * 4 = 2560$ or 7680 per quarter.

36 complaints in Q1 out of 7680 collections = 99.53% of bins emptied as scheduled.

2. Q2 has seen an improvement in street cleansing performance with 84.68% of roads being at standard for levels of detritus.

3. 3 During Q1, 114 out of 142 fly tips were cleared within contract timescale (7 days).

2.20 Performance in some areas has been below target for the first quarter of this year. Street cleansing resource has historically be used to deliver waste and recycling containers (new and replacement) and the increase in new build properties in the

last 18 months has had an adverse impact on the level of cleansing activity resulting in a reduction in standards achieved in some areas. A revised methodology for container deliveries has been implemented to ensure that containers continue to be delivered within agreed timescales and cleansing standards are improved and maintained.

3. Alternative Options Considered

None for this report.

4. Implications

None for this report.

4.1 Legal Implications

Under the Environmental Protection Act 1990 The Council is responsible for keeping public highways and land under the council's control free from litter.

4.2 Financial Implications

Any alterations to the basis of the service would incur additional contract costs.

4.3 Policy and Risk Implications

None for this report.

4.4 Corporate Plan Implications

None for this report.

4.5 Resource Implications

Any alterations to the basis of the service may require additional resources.

4.6 Other Implications

None for this report.

4.7 Equalities Impact Assessment

None for this report.

5. Conclusion

Whilst performance in some areas has been below target for the first quarter of this year, the targets are very tight and the street cleansing service continues to work to a high standard.

6. Background Documents

Not applicable.

7. Appendices

Appendix A – Litter and Detritus Grading Photos

Contact Officer

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Detritus Grading Photos

Grade A



No detritus

Grade B



Predominately free of detritus
except for some light scattering

Grade C



Widespread distribution of detritus with minor accumulations

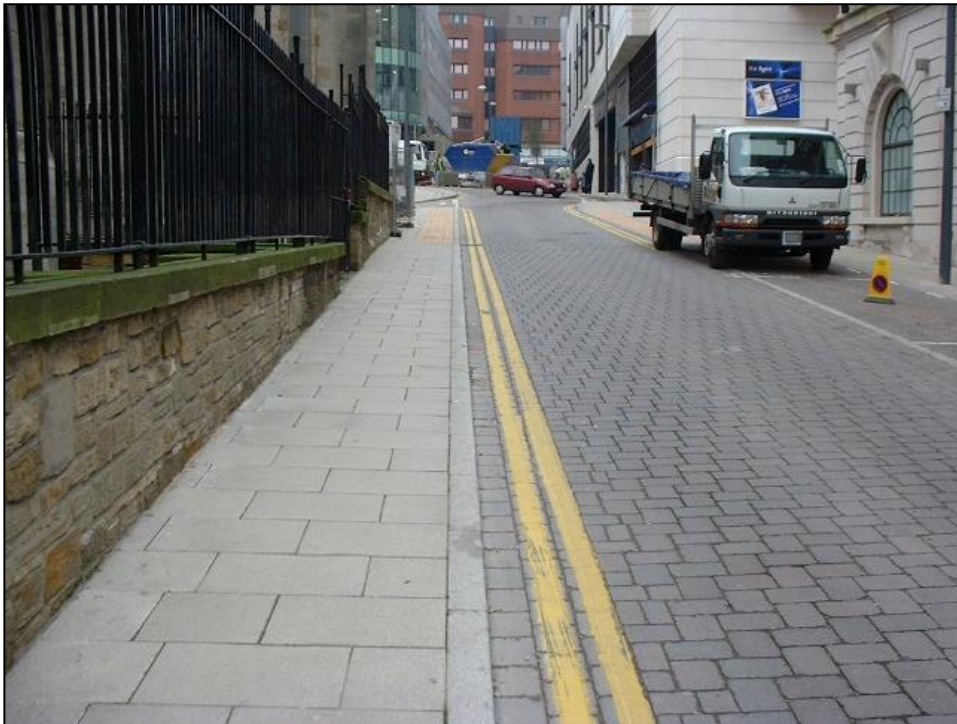
Grade D



Heavily affected by detritus with significant accumulations

Litter Grading Photos

Grade A



No litter or refuse

Grade B



Predominately free of litter and refuse apart from some small items

Grade C



Widespread distribution of litter and/or refuse with minor accumulations

Grade D



Heavily affected by litter and/or refuse with significant accumulations

Agenda Item 8



Report Reference Number: S/18/14

To:	Scrutiny Committee
Date:	25 October 2018
Status:	Non Key
Wards Affected:	Selby East
Author:	Chris Kwasniewski, Olympia Park Project Manager
Lead Executive Member:	Councillor Mark Crane, Leader of the Council
Lead Officer:	Dave Caulfield, Director of Economic Regeneration and Place

Title: Olympia Park - Update on Progress and Next Steps

Summary:

This report seeks to update the Scrutiny Committee on the proactive work that officers from Selby District Council have undertaken with landowners and other key partners to unlock delivery of Olympia Park, a key strategic site for the Council.

Recommendation:

That Scrutiny Committee note the work carried out to date, and proposed next steps to enable the delivery of Olympia Park.

Reasons for recommendation

The report has been brought before the Scrutiny Committee to update members on the work completed to unlock the delivery of the strategically important Olympia Park site since the last report to the Committee in March 2018.

1. Introduction and background

1.1 The Council's Adopted Local Plan Core Strategy identifies Olympia Park to deliver 1000 new homes and 23 hectares of new employment land in the period up to 2027, with a further 10.6 hectares reserved for longer term employment use (total 33 ha).

1.2 Members will recall that western part of the site was granted a hybrid planning permission in December 2015 (outline planning permission for the

development of 863 homes and detailed planning permission for highway infrastructure including a highway bridge over the Selby-Hull railway line and a link road from the Selby by-pass into the Potter Group site). However, no start on site has been achieved due to the high infrastructure costs primarily associated with the bridge, despite a previous package of financial support being available from the LEPs and Homes England.

- 1.3 On this basis, the consented Olympia Park site is considered to be stalled and does not form part of the Council's current 5 year housing land supply
- 1.4 At the update to Scrutiny Committee in March 2018 officers reported that other options for bringing this strategic site forward for development were being discussed with the owners of the central and eastern part of the site and other key stakeholders.
- 1.5 These discussions were based on developing a comprehensive, mixed use scheme accessed from the Selby By-Pass and Members were informed that the Council had been advised by the Homes and Communities Agency (now Homes England) that £8.878 million of funding from the Government's Marginal Viability Housing Infrastructure Fund had been approved in principle to help facilitate the delivery of the scheme, subject to further due diligence.

2. The Current Position and Next Steps

- 2.1 The emerging proposals for the Olympia Park site seek to develop a comprehensive mixed use scheme accessed from the Selby By-Pass. Subject to the completion of detailed design work the proposed scheme could deliver up to 1,500 homes, employment land (including some potential higher value uses); a new Neighbourhood Centre, new Primary School and associated open space.
- 2.2 The Marginal Viability Housing Infrastructure Funding will have a major impact on accelerating the delivery of the site, targeting funding at the construction of highway infrastructure and contributing to the cost of utilities and site preparation works and potentially land assembly.
- 2.3 Following lengthy discussions with Homes England, the £8.878 million grant funding was approved by Homes England's Housing Infrastructure Investment Board in the first week of October. The Council is now awaiting written confirmation of this funding from Homes England, including any associated conditions.
- 2.4 The Housing Infrastructure Funding has to be spent by the 31st March 2021. In order to achieve this critical deadline the Council will be working collaboratively with all of the landowners to prepare the necessary legal agreements for them to commit to the design of a comprehensive, integrated scheme for the whole site.
- 2.5 At this stage it is anticipated that a hybrid planning application (detailed for the link road and outline for the uses on the site) will be submitted in March 2019

with a view to work on the infrastructure later that year. This is slightly later than reported to the March Scrutiny Committee mainly as a result of complex discussions with the Environment Agency on mitigating flood and Homes England delaying the confirmation of the Housing Infrastructure investment.

- 2.6 The HIF funding may be supplemented by additional investment from the York, North Yorkshire and East Riding LEP. Up to £1.2 million of investment has been agreed in principle, subject to a Detailed Business Case, which is being prepared. It is anticipated that this will be considered by the LEP's Infrastructure Board for approval in December 2018.
- 2.7 The Council has established a strong governance structure to oversee the development of the Olympia Park project that includes a Board (chaired by the Director of Economic Regeneration and Place) and a Project Team that meet on a monthly basis.
- 2.8 The Council is also playing an important enabling role in brokering meetings between the landowners who control the site and potential development partners to ensure that a comprehensive, integrated scheme is developed for the site that has appropriate links to the town centre and neighbouring communities.

3. Legal/Financial Controls and other Policy matters

Legal Issues

- 3.1 The Council has the legal powers to accept the grant outlined in this report. The budgetary framework to accept the grant was approved by The Council at its meeting on the 22nd February 2018.
- 3.2 The Council, with the support of external Legal advice, are forming legal agreements to formalise the relationship between the Council and the Developers of the Olympia Park site, based on the Council as the grant holder. A site specific funding agreement is also being drawn up between the Council and Homes England to specify the conditions of the grant.
- 3.3 Should the Council need to exercise its powers in terms of site assembly it has powers to acquire land by agreement under both the Local Government Act 1972 and the Town and Country Planning Act 1990. Any land required in order to implement the scheme which cannot be acquired by negotiation with landowners could require a compulsory purchase order to enable delivery of the scheme

Financial Issues

- 3.3 The £8.878 million Homes England grant funding will be will be paid to Selby District Council at agreed intervals under section 31 of the Local Government Act 2003, and will be based on progress reports from the local authority. As such Selby District Council will be the Accountable Body for the funding. The

£1.2 million funding in principle from the York, North Yorkshire and East Riding LEP will be only be secured if a Detailed Business Case is approved.

- 3.4 This HIF funding is for capital works and the potential acquisition of land and it will not cover staff resources or holding costs

Impact Assessment

- 3.5 The development of a more comprehensive, integrated scheme for Olympia Park will bring considerable benefits for the town in terms the provision up to 1500 homes, the consolidation of existing employment on the site and the creation of significant new employment space and new jobs. It will also regenerate a key strategic site and gateway into Selby town.
- 3.6 A scheme of this size will also include the development of new education and community facilities around a new neighbourhood centre, new and replacement open space and replacement allotments. These will benefit existing neighbouring areas as well as residents and businesses within the new development.

4. Conclusion

- 4.1 The report provides Scrutiny Committee with the opportunity to comment on the work carried out to date, and the proposed next steps, to enable delivery of Olympia Park.

5. Background Documents

Appendix A - Olympia Park – Update on Progress and next steps

Contact Officer

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APPENDIX A

Olympia Park – Update on Progress March - October 2018 and next steps

1. Summary

- 1.1 This note summarises the work that has been carried out by Selby District Council officers since the last update to Scrutiny Committee in March 2018, working closely with North Yorkshire County Council, the landowners, the Homes and Communities Agency (now Homes England) and both Local Enterprise Partnerships (LEPs) to explore alternative options for delivering the site. It then sets out the proposed next steps to identify a viable delivery strategy.

2. Background

- 2.1 Olympia Park is a key strategic site for residential and employment development in Selby District in the adopted Core Strategy (2013).
- 2.2 Selby town is identified as a growth hub in the York North Yorkshire and East Riding (YNYER) Strategic Economic Plan (SEP) and Selby is the fastest growing district in North Yorkshire.
- 2.3 Developing Olympia Park will deliver significant housing and employment opportunities in line with Selby's growth ambitions. It will also result in environmental improvements and create a sustainable urban extension close to Selby town centre, improving a key gateway and regenerating one of the older employment areas of the District. In its current semi-derelict state the site presents a very poor 'gateway' into Selby town from the A19 and Selby Bypass.
- 2.4 The site itself is challenging to deliver in planning and development terms, requiring flood mitigation works, the construction of major infrastructure to unlock the site and works to address adverse ground conditions.
- 2.5 An aerial photo of the Olympia Park area is attached as Figure 1 to this note. The masterplan submitted by Three Swans to support the residential led application in December 2015 is attached as Figure 2 of this note for information. This shows the red-line of their planning application and also an **indicative layout** for employment uses on the Selby Farms and Potter Group land, but will be subject to change as part of the new scheme that is being considered

3. Ownership

- 3.1 The residential land with the outline planning permission is owned by **ForFarmers**, with **Three Swans** acting as the promoter. The residential part of the consented scheme is challenged by high infrastructure costs, including a road access over a railway line (approx. £28 million) and a link road to the A63 bypass which need to be funded and in place before occupation of the

main area of housing south of the railway line begins, to allow an alternative access for the Potter Group's main logistics business.

- 3.2 The farm land adjoining the Selby by-pass is currently identified as employment land and is owned by **Selby Farms**. They are keen to bring forward this part of the site for development, probably as part of an agreement with a development partner.
- 3.3 The Potter Group own the land in between the allocated housing and employment sites, operating a successful logistics hub. They too are keen to see the Olympia Park development come forward as a direct access to the Selby by-pass will considerably improve the efficiency of their business and their potential expansion plans

4. The role of the Public Sector in enabling delivery

- 4.1 Council officers continue to work with Three Swans to ascertain whether a private sector solution can be delivered for the western part of the site but the current position is that viable proposals to build out this scheme have yet to be identified.
- 4.2 Therefore in addition to continuing to work with Three Swans to seek a way forward, officers have been in discussion with the owners and agents who control the central and eastern parts of the site regarding the development of a comprehensive scheme accessed from the Selby By-Pass.
- 4.3 This formed the basis of a successful bid for £8.878 million of funding from the Homes and Communities Agency's (now Homes England) Housing Infrastructure Fund. In addition, the Council is in the process of submitting a Business Case for £1.2 million of additional funding from the York, North Yorkshire and East Riding LEP's Local Growth Fund to contribute towards the infrastructure and site preparation works on the site. This will be considered by the LEP's Investment Committee in December 2018.
- 4.4 This funding will enable Selby District Council to take more of a lead role in facilitating the infrastructure that will unlock the site, primarily through the construction of the main access road from the by-pass and site preparation works.

5. Benefits of a public sector led approach

- 5.1 The obvious benefit of the public sector (through Homes England and potentially the York, North Yorkshire and East Riding LEP) investing in the scheme is to unlock and accelerate delivery through the provision of infrastructure and potential site assembly. For Selby District Council (SDC) the delivery of this site is of paramount importance in terms of regeneration benefits, delivery of the Core Strategy and providing a long term supply of housing land.

- 5.2 There will be added benefits for the District and County Council through the development of the site in terms of Council Tax receipts, New Homes Bonus and the wider economic growth as well as improving a key gateway into the town.
- 5.3 There may also be potential to recover some of the investment subject to viability. De-risking works, site assembly and the early infrastructure provision is likely to create value and there could also be potential direct development opportunities on serviced plots for SDC/NYCC and our partners.
- 5.4 By helping to de-risk the site, increased developer confidence will be secured with a view to potentially releasing a variety of development parcels for different sectors of the market such as SME's, custom and self-build, volume house-builders and registered providers.

6. Progress to date

- 6.1 There has been significant progress in exploring alternative options for delivery since the last Scrutiny Committee update in March:
- Selby District Council supported by the local MP, North Yorkshire County Council, Selby College and landowners has now secured funding of £8.878 million to the Homes and Communities Agency's Housing Infrastructure Fund. As outlined above, this will provide a major boost to accelerate the delivery of the scheme.
 - The funding bid to the York, North Yorkshire and East Riding LEP is almost complete and will be submitted in late October
 - Work has progressed on the preparation of a comprehensive masterplan for the whole site that will provide a foundation for the submission of future planning applications.
 - A programme for the submission of a planning application for the comprehensive development of the site has been agreed with the development partners

7. Delivery options

- 7.1 There are three main options that are being considered to bring the Olympia Park site forward for development:
- A landowner led approach to deliver the site in separate parts in accordance with an agreed masterplan – not favoured given the need to achieve an integrated development that has strong links to the town centre. Proposals to develop the western part of the site in isolation are unviable based on current information.
 - The Public sector purchases the western part of the site, delivers infrastructure and then sells to a developer(s) as serviced plots – this option is being considered as part of a wider Housing Infrastructure Fund proposal to construct an access road from the Selby by-pass

- The delivery of the site through a Public/Private sector partnership – this is currently a likely scenario based on the public sector funding a development partner to construct the key infrastructure and, subject to viability, this investment being recovered through plot sales.

8. Next steps

8.1 The key milestones for the next stage of the project are outlined in the table below.

<u>Task</u>	<u>Date</u>
Submit business case for YNYER LEP funding	October 2018
Decision on the YNYER LEP funding	December 2018
Grant Determination Agreement completed with Homes England for the Housing Infrastructure Fund investment	December 2018
First tranche of Homes England Housing Infrastructure Fund investment released (anticipated date)	January 2019
Final detailed site investigation works and surveys to support the planning application completed	February 2019
Pre-application discussions	January/February 2019
Revised Planning Application/s submitted	March 2019
Decision on revised planning application	June 2019
Infrastructure works commence on site	December 2019
Deadline for the YNYER LEP Funding to be spent and the infrastructure physically completed	December 2020
Deadline for the Housing Infrastructure Funding to be spent	March 2021

9. Governance and decision making

9.1 The Olympia Park project is being governed by a Project Board and Project Team that both meet on a monthly basis.

9.2 Any decision for the Council to commit further resources to the project will require formal approval through the political process following appropriate due diligence and completion of a detailed business case/appraisal.

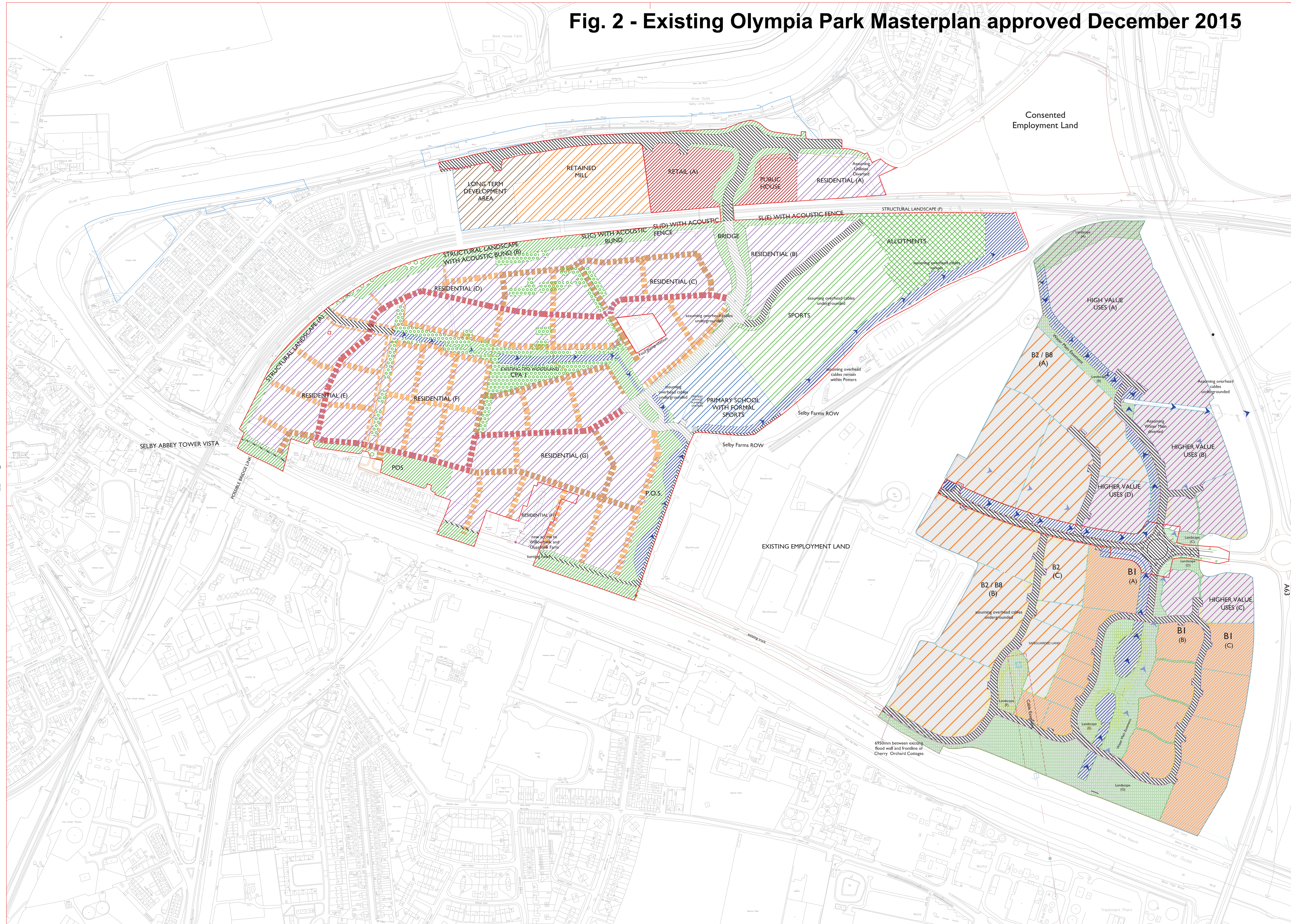
9.3 Potential future reports to Executive are outlined as follows:

- Progress report on the HIF investment, agreed masterplan and potential public sector and public/private delivery options - December 2018

Fig. 1 - Aerial Photo – Olympia Park



Fig. 2 - Existing Olympia Park Masterplan approved December 2015



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NOTE: FOR AREAS REFER TO ACCOMPANYING DATABASE

KEY

- APPLICATION BOUNDARY
- FURTHER LAND IN APPLICANTS OWNERSHIP
- RESIDENTIAL
- RETAIL / PUBLIC HOUSE
- PRIMARY SCHOOL SITE
- RETAINED HILL SITE
- LONG TERM DEVELOPMENT AREA
- LANDSCAPE
- TPO TREES RETAINED
- SPORTS PITCHES
- ALLOTMENTS
- SWALES AND WATER RETENTION
- NEW HIGHWAY WITH PAVEMENT
- INDICATIVE PRIMARY LOOP ROAD
- INDICATIVE SECONDARY STREET
- INDICATIVE TERTIARY STREET
- SURFACE WATER DRAINAGE ROUTE
- ACCESS ROAD SURFACE WATER DRAINAGE
- EMPLOYMENT HIGHWAYS
- EMPLOYMENT LANDSCAPE
- EMPLOYMENT B1
- EMPLOYMENT B2 / B8
- EMPLOYMENT HIGH VALUE USE
- EMPLOYMENT use plus area
- INDICATIVE LAYOUT ONLY

RECEIVED
24 October 2012
DEVELOPMENT MANAGEMENT

Revision | I4B | Drawn | DK | Reviewed | Date | 23AUG12
AMENDED HIGHWAY AND SCHOOL BOUNDARY TO REFLECT DISCUSSION WITH NYCC HIGHWAYS

Revision | I4A | Drawn | DK | Reviewed | Date | 14MAY12
AMENDED FOOTWAY ARRANGEMENT IN FRONT OF SCHOOL AND AROUND VILLAGE GREEN

Option I4

planners | urbanists | architects

spawforths

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PLANNING

Client Name
BOCH PAULS Ltd

Project No
3540

Project Title
Olympia Park, Selby

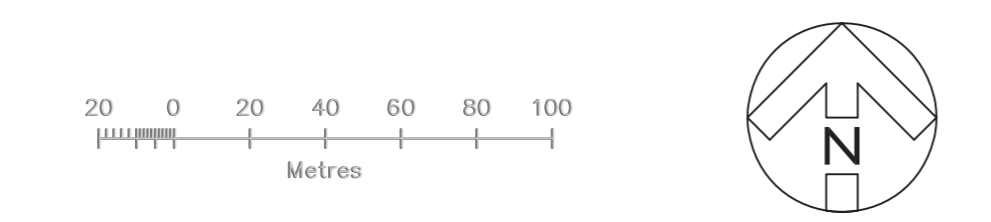
Drawn By DK	Checked By HB	Scale 1:2000@A0	Division architects	Date AUGUST 2012
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Drawing No. 0100-0230	Drawing Title OLYMPIA PARK MASTERPLAN WITH APPLICATION BOUNDARY	Revision I4B
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Report made:
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