

Local Government North Yorkshire and York

**Annual Meeting of
Local Government North Yorkshire and York**
to be held on
**Friday 24 July 2015 at
2.00 pm at
The Pavilions of Harrogate**
(either the Swale Room or the Esk Room),
Great Yorkshire Showground, Harrogate, HG2 8NZ
(Location map attached)

A G E N D A

1. **LGNYY Membership** – Report of the Honorary Secretary.
(Pages 1 to 2)
2. **Appointment, to serve until the Annual Meeting of LGNYY to be held in 2016, of:-**
 - (a) **Chair**
 - (b) **Two Vice-Chairs**

(Note: This year, LGNYY Chair is due to be the Leader of the County Council and the two Vice-Chairs are due to be the Leader of the City of York Council and a District Council Leader.)
3. **Minutes of the meeting held on 5 December 2014 and matters arising.**
(Pages 3 to 7)
4. **York, North Yorkshire and East Riding Local Enterprise Partnership Update** – Report of James Farrar (Chief Operating Officer, York, North Yorkshire and East Riding Local Enterprise Partnership).
(Pages 8 to 14)
5. **York, North Yorkshire and East Riding Spatial Plan** – Report of the County Council's Corporate Director Business and Environmental Services and Chair of the YNYER Directors of Development Group.
(Pages 15 to 53)
6. **North Yorkshire Strategic Transport Prospectus** – Report of the County Council's Corporate Director Business and Environmental Services and Chair of the YNYER Directors of Development Group.
(Report at pages 54 to 56.
Prospectus to follow)

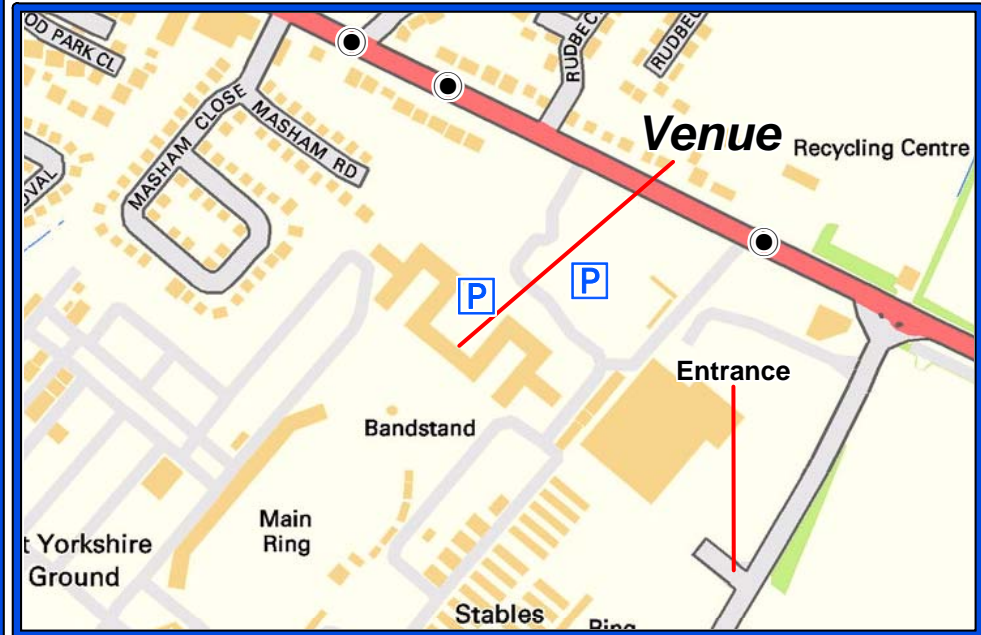
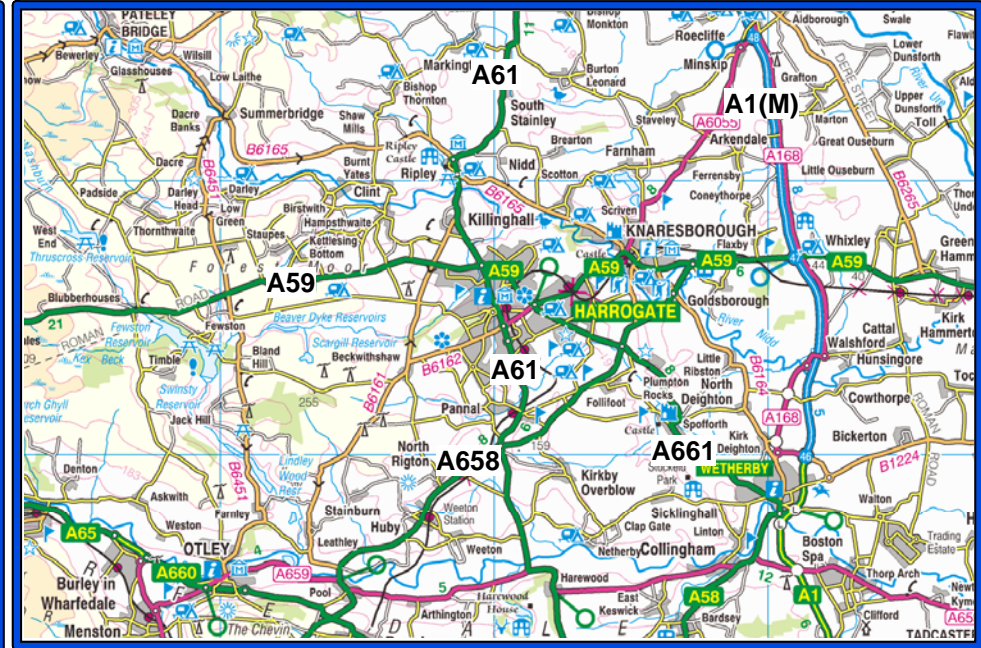
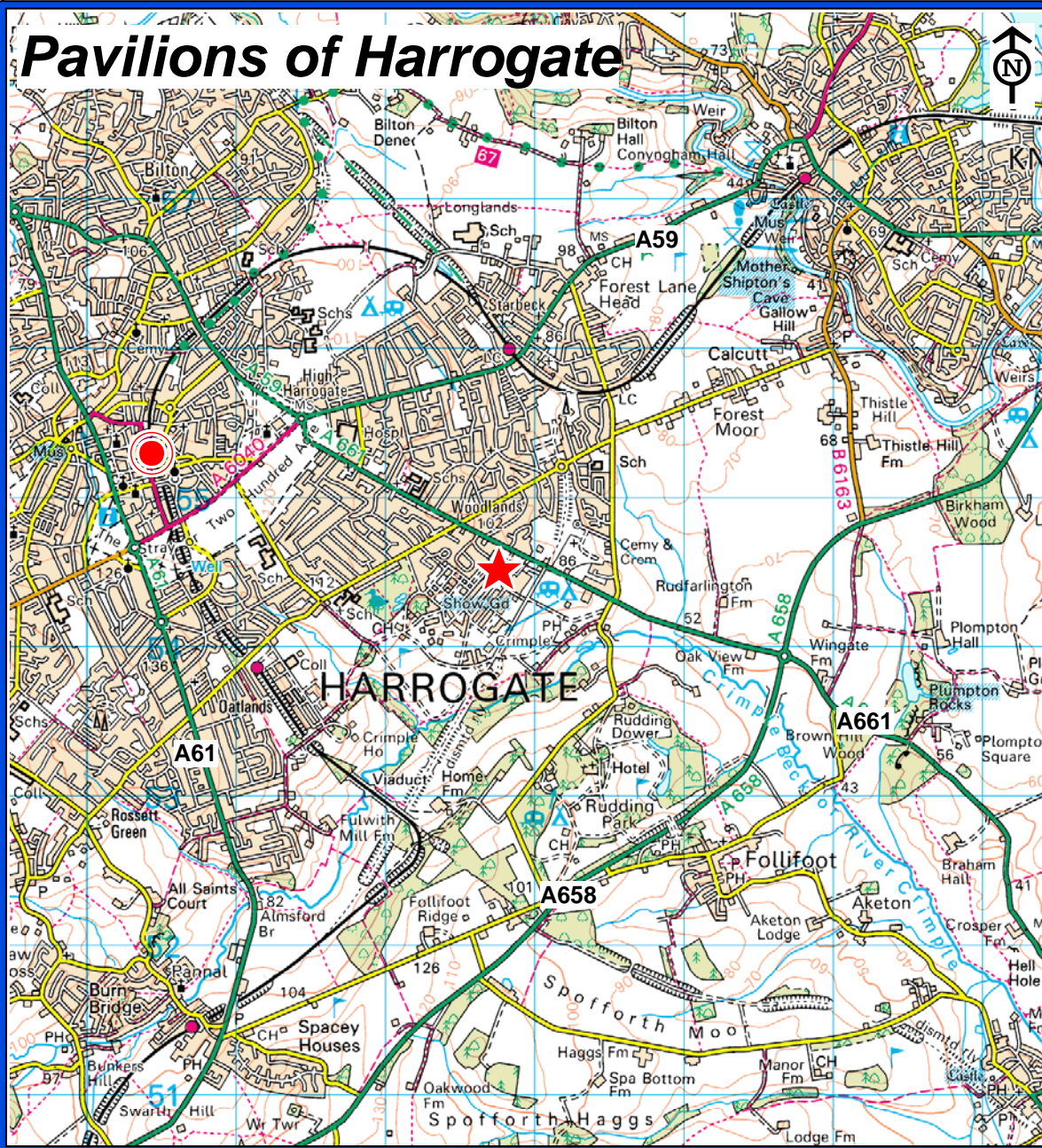
7. **Devolution and Experiences in Other Areas** - Presentation from Naz Parkar (Executive Director for the North-East, Yorkshire and the Humber, Homes and Communities Agency).
8. **Devolution** – Discussion, to be introduced by Richard Flinton (Chief Executive, North Yorkshire County Council).
9. **Appointments to Outside Bodies** – Report of the Honorary Secretary.
(Pages 57 to 58)
10. **General Updates** – Report of the Honorary Secretary.
(Pages 59 to 61)
11. **Arrangements for Future Meetings** - To note the following, previously notified, arrangements:-
 - Friday 2 October 2015 at 10.30 am, Harrogate Borough Council's Crescent Garden offices.
 - Friday 4 December 2015 at 10.30 am, Hambleton District Council offices.
 - Friday 11 March 2016 at 10.30am, venue tbc.
 - Friday 8 July 2016 at 2pm, venue tbc. (*Note: A joint LGNY/LEP Board event would be held on the morning of 8 July 2015.*)
 - Friday 7 October 2016 at 10.30am, venue tbc.
 - Friday 2 December 2016 at 10.30am, venue tbc.
12. **Business for Next/Future Meetings**
 - Business Rates – Note: LGNY, on 7 March 2014, requested a report be submitted to a future meeting, such report to suggest how business rates should be calculated in future, with any suggestions being supportive of the Federation of Small Businesses' position, so that LGNY can consider making a submission to Government.
13. **Any other business.**

Richard Flinton
Honorary Secretary

County Hall
Northallerton

16 July 2015
RAG

Pavilions of Harrogate



-  Visitor Parking
-  Harrogate Railway Station
-  Bus Stops

Yorkshire Event Centre
 Gt. Yorkshire Showground
 Harrogate
 North Yorkshire
 HG2 8PW



Local Government North Yorkshire and York

24 July 2015

LGNYY Membership 2015/16

Report of the Honorary Secretary

1. LGNYY's Constitution requires a statement to be submitted to each Annual Meeting of LGNYY setting out the names of any representatives appointed for the succeeding year.
2. The statement of representatives appointed for 2015/16 is as follows:-

Constituent Authority	Representative
City of York Council	Member:- Councillor Chris Steward Substitute:- Councillor Keith Aspden
Craven District Council	Member:- Councillor Richard Foster Substitute:- Vacancy
Hambleton District Council	Member:- Councillor Mark Robson Substitute:- Councillor Peter Wilkinson
Harrogate Borough Council	Member:- Councillor Richard Cooper Substitute:- Councillor Michael Harrison
North York Moors National Park Authority	Member:- Mr Jim Bailey Substitute:- Mr Malcolm Bowes
North Yorkshire County Council	Member:- County Councillor Carl Les Substitute:- Councillor Gareth Dadd
Richmondshire District Council	Member:- Councillor Yvonne Peacock Substitute:- Councillor Ian Threlfall
Ryedale District Council	Member:- Councillor Mrs Linda Cowling Substitute:- Vacancy
Scarborough Borough Council	Member:- Councillor Derek Bastiman Substitute:- Councillor Helen Mallory
Selby District Council	Member:- Councillor Mark Crane Substitute:- Councillor John Mackman
Yorkshire Dales National Park Authority	Member:- Mr Peter Charlesworth Substitute:- Councillor Carl Lis OBE

3. Paragraph 13.2 of the Constitution states that the Chief Executive of each constituent Authority shall be entitled to attend, but not vote at, each meeting of the LGNYY, as may any other authorised officer from any constituent Authority.
4. The following each have a standing invitation to attending LGNYY meetings:-
 - North Yorkshire Police and Crime Commissioner (*LGNYY Minute 142*).
 - East Riding of Yorkshire Council Leader and Chief Executive or their Substitutes (*LGNYY Minute 29*)

5. Recommendation

That the report be noted.

Richard Flinton
Honorary Secretary

County Hall
Northallerton

Author of report: Ruth Gladstone (Principal Democratic Services Officer, North Yorkshire County Council) (email: ruth.gladstone@northyorks.gov.uk)

LOCAL GOVERNMENT NORTH YORKSHIRE AND YORK

**Minutes of the meeting held on Friday 5 December 2014 at 10.30 am at
Scarborough Town Hall, St Nicholas Street, Scarborough**

Present:-

<u>Authority</u>	<u>Member/Advisor(s)</u>
City of York Council	Councillor Tracey Simpson-Laing (as Substitute for James Alexander) Steve Wragg (Flood Risk Planning Manager)
Craven District Council	Councillor Richard Foster Paul Shevlin (Chief Executive)
Hambleton District Council	Councillor Peter Wilkinson (as Substitute for Mark Robson)
Harrogate Borough Council	Councillor Phil Ireland (as Substitute for Richard Cooper) Rachel Bowles (Director of Corporate Affairs)
North Yorkshire County Council	County Councillor Carl Les (as Substitute for John Weighell) Richard Flinton (Chief Executive to the County Council and Honorary Secretary to LGNY)Y) Mark Young (Flood Management Officer) Ruth Gladstone (Principal Democratic Services Officer and LGNY)Y Secretariat)
Richmondshire District Council	Councillor John Blackie Tony Clark (Managing Director)
Ryedale District Council	Janet Waggott (Chief Executive)
Scarborough Borough Council	Councillor Derek Bastiman (as Substitute for Tom Fox) Jim Dillon (Chief Executive)
Selby District Council	Mary Weastell (Chief Executive)
York, North Yorkshire and East Riding LEP	James Farrar (Chief Operating Officer)
Yorkshire Dales National Park Authority	David Butterworth (Chief Executive)

In attendance:- Gary Verity (Chief Executive of Welcome to Yorkshire).

Apologies for Absence:- Apologies were received from Phil Morton (Hambleton District Council), Councillor Linda Cowling (Ryedale District Council), Councillor Mark Crane (Selby District Council), Peter Charlesworth (Yorkshire Dales National Park Authority), Jim Bailey and Andy Wilson (North York Moors National Park Authority), Councillor Stephen Parnaby and Nigel Pearson (East Riding of Yorkshire Council), and Julia Mulligan (North Yorkshire Police and Crime Commissioner).

Copies of all documents considered are in the Minute Book

66. Election of Chair for the Meeting

Resolved –

That Councillor Richard Foster (Craven District Council) be elected Chair for the meeting.

Councillor Richard Foster in the Chair

67. Minutes

Resolved -

That the Minutes of the meeting held on 3 October 2014, having been printed and circulated, be taken as read and be confirmed and signed by the Chair as a correct record.

68. Tour of Yorkshire and the Future Direction of the Tourism Strategy

Note: During consideration of this item of business, County Councillor Carl Les advised that he was a Non-Executive Director of Welcome to Yorkshire, representing Local Government Yorkshire and Humber and appointed by LGYH.

Considered -

The presentation by Gary Verity (Chief Executive of Welcome to Yorkshire) in which he advised that:-

- the Tour de France 2014 had provided a £102M boost to the economy of Yorkshire in the run up to, during and just after the event;
- the first ever Tour de Yorkshire international cycle race would be held on 1-3 May 2015. The event would be broadcast live on national TV and throughout Europe. Full route details would be announced on 21 January 2015;
- the Welcome to Yorkshire annual Y tourism conference would be held on 18 March 2015 in Scarborough. Work in which Welcome to Yorkshire was currently involved included staging "The Railway Children" novel at London's King's Cross Station, a garden at the Chelsea Flower Show, and a film about the Tour de France.

With regard to the Tour de France 2014, Gary Verity asked that his thanks be placed on record for all the work and support provided by the Local Authority partners and the National Park Authorities. Gary Verity also advised that he would pass on a Member's concern that the toilets organised for Buttertubs Pass had not been delivered. He advised, however, that the Government Agency which had been responsible for organising those toilets had now been disbanded.

With regard to the Tour de Yorkshire on 1-3 May 2015, Chief Executives requested further information as soon as possible. They explained that Council staff would also be required for election duties in early May 2015.

Resolved -

That the presentation be noted.

69. York, North Yorkshire and East Riding Spatial Plan

Considered -

The report of James Farrar (Chief Operating Officer - York, North Yorkshire and East Riding Local Enterprise Partnership) concerning a potential draft of a Spatial Plan for the area and seeking agreement of steps towards establishing a Spatial Plan for York, North Yorkshire and East Riding. A copy of a working draft of a Spatial Plan was set out at Appendix 1 to the report.

During discussion, the importance of preparing a Spatial Plan for the area was agreed, to set out the key spatial implications of the Strategic Economic Plan and thereby provide a growth direction to shape and co-ordinate local plans, strategies, investment programmes and decisions. The working draft appended to the report was welcomed as a first step, although it was agreed that more work was required, including highlighting where things were not happening eg to address the needs of some communities in Richmondshire which were struggling to keep in existence. Members suggested that the case for improving the strategic transport route to Lancashire also needed to be included. Various Chief Executives advised that they intended to attend future meetings of the Directors of Development because the Spatial Plan would be very valuable to enable Authorities to support each other to properly plan the economic future of the area.

Resolved -

That the working draft, as set out at Appendix 1 to the report, be accepted as a first step, with a view to formal production of a Spatial Plan for York, North Yorkshire and East Riding, in partnership with local authorities and stakeholders.

70. Local Governance for Economic Growth

Considered -

The report of James Farrar (Chief Operating Officer - York, North Yorkshire and East Riding Local Enterprise Partnership) setting out three models considered, by the Government, to be suitable for strengthening governance and ensuring greater accountability for any public funding under the Growth Deal and for delivery of agreed projects and investments. Members' agreement was sought to:- the immediate formation of a Joint Committee to strengthen governance for York, North Yorkshire and East Riding for economic development and transport; and the development of a Combined Authority model to allow informed consideration following the May 2015 elections.

During discussion, it was highlighted that Councils needed to be clear about what they wanted to achieve from any future devolution and what functions they wished to give up to a Combined Authority. Councillor John Blackie advised that he was unable to agree the recommendations before today's meeting because elected Members of Richmondshire District Council had not been advised of, or discussed, this issue. Councillor Peter Wilkinson advised that Hambleton District Council elected Members had not been shown the proposals. Members of various other Councils advised that Members of their Councils were aware of the proposals.

Resolved -

That a Joint Committee for York, North Yorkshire and East Riding be formed immediately and that a Combined Authority model be developed to support informed decision post-election 2015.

Note: Councillors John Blackie and Peter Wilkinson requested that it be recorded in the Minutes that they had voted against the above Resolution.

71. Flood Risk Management - Overview

Considered -

The joint presentation by Mark Young (North Yorkshire County Council's Flood Management Officer) and Steve Wragg (City of York Council's Flood Risk Planning Manager) concerning the context for flood risk management, local flood risk strategies, and the future in relation to flooding. Key messages within the presentation were:-

- community engagement and action was a key aspect of the Local Strategy;
- strong relationships between Risk Management Authorities was critical; and
- Councils needed to work hard to secure inward investment in Flood Risk, but opportunities did exist.

During discussion, it was confirmed that the County Council was discussing coastal flooding costs with the Environment Agency and that the County Council's Local Flood Risk Strategy included links to coastal flooding issues. Members described the Government's announcement of a six year funding programme as very positive because previous announcements had been made on an annual basis. It was noted that the County Council's current consultation relating to its Local Flood Risk Strategy finished on 17 December 2014, although comments would continue to be taken on board from any District Council which had difficulty with that timescale.

Resolved -

That the presentation be noted.

72. General Updates

Considered -

- (a) The report of the Honorary Secretary which advised of the recent deliberations of the Sub-Regional Housing Board.
- (b) A discussion about DCLG's recent announcement that the proposals, to exempt developments of ten homes or less from section 106 affordable housing contributions, would go ahead. Members expressed grave concern about the announcement and its consequences for the provision of homes for families in villages and smaller towns in North Yorkshire and York.

Resolved -

- (a) That the report be noted.
- (b) That the Sub-Regional Housing Board, at its meeting on 8 December 2014, be requested to send correspondence expressing strong opposition to the DCLG announcement that developments of ten homes or less are now exempt from section 106 affordable housing contributions.

73. Arrangements for Future Meetings

Resolved -

That the following meeting arrangements, as previously agreed, be noted:-

- Friday 13 March 2015 at 10.30 am at Selby District Council offices.
- Friday 17 July 2015 at 10.30 am at Craven District Council offices.
- Friday 2 October 2015 at 10.30 am at Harrogate Borough Council's Crescent Gardens offices.
- Friday 4 December 2015 at 10.30 am at Hambleton District Council offices.

74. Business for Next Meeting

Resolved –

That business for the next meeting be notified to the Honorary Secretary.

RAG/JR

LGNYY MEETING: 24 JULY 2015

REPORT PRESENTED BY: James Farrar

TITLE OF PAPER: YORK, NORTH YORKSHIRE & EAST RIDING LEP UPDATE

Summary:

Following the LEP AGM and Board Meeting with all Local Authority Leaders, this paper summarises the key performance issues.

This paper covers

1. Implementation update - Local Growth Deal
2. Future opportunities – Enterprise Zone
3. Innovation & Growth Drivers

1.0 Local Growth Deal – Implementation Update

1.1 Although within the first quarter there was no spend this was anticipated as most projects were not looking to start until quarter 2 onwards. However much progress has been made during quarter 1 including:

- Funding agreements issued to Skipton, Newlands Bridge and the three skills capital projects all due to start on site in the summer;
- Infrastructure Programme Board meeting to sign off the business cases for three projects – Catterick, Skipton and Newlands Bridge;
- Full business case for North Northallerton progressing well, and Progress towards resolving outstanding issues on Scarborough Middle Deepdale and Selby Olympia Park. These three projects will be reconsidered by the Infrastructure Board by September 2015.
- The business case for York Biohub project has been resubmitted and will be considered by the LEP Board in the meeting before LGNYY
- The investment which is highest risk is the follow on investment in National Agri-Food Innovation Centre. The LEP have invested £2.7m Growing Places loan funding to improve the accessibility and layout of the site, and an additional £2.3m was awarded through Local Growth Funding of which £0.3m was due in 15/16. We have been advised that DEFRA intend to sell the site with FERA Science Ltd as the anchor tenant. It is unlikely DEFRA will invest additional new capital to match the LEP investment during this process.
- Progress made on accelerating potential future years projects at Malton and A1/A59 junction to take up any potential 2015/16 underspends.

1.2 The table below provides a summary of the programme tracker detailing the progress towards delivery of each of the projects for which we have been awarded Local Growth Funding. This table focuses on projects that spend in 15/16.

LGNYY are asked to note the progress in implementing the Local Growth Deal

Table 2 : Summary of Progress for all 2015/16 Project starts







	15/16 Spend £m	Future years £m	Stage 1 Business Case Development	Stage 2 Appraisal and Due diligence	Stage 3 Funding agreement issued	Stage 4 Start project	Stage 5 Construction	Stage 6 project completion	Comments	Overall Risk rating
York Bio hub	1.0	4.0		July 2015	Sept 2015	Jan 2016		2017	Revised business case received and initial assessment carried out. Report to be presented to the 24 th July Board for consideration. ERDF EoI submitted and being considered. Red flagged but improving.	
National Agri- Food Innov Campus	0.3	8.0	October 2015	Dec 2015	Feb 2016	tbd	tbd	tbd	The LEP has already invested Growing Places in this site. DEFRA have now advised they intend to sell the site. There is only a very small spend in 15/16, but it is high risk.	
Harrogate College	3.0	0			May 2015 (draft)	Jul 2015		Mar 2016	Draft Funding agreement has been drafted and is in the process of being agreed by both parties. Scheme to start on site this summer. All on track.	
Askham Bryan Agri- engineering	0.6	0			April 2015 (draft)	Jun 2015		Mar 2016	Funding agreement in the process of being signed. Project all on track to start summer.	
Askham Bryan Agri- tech centre	1.0	0			April 2015 (draft)	Jun 2015		Mar 2016	Draft Funding agreement has been drafted and is in the process of being agreed by both parties. All on track	
Selby	2.4	5.6			Oct 2015	April 2016		Mar 2018	Still in the appraisal phase. Appraisal and due diligence is being carried out by the Homes and Communities Agency. Developer now in place. Some concerns over potential delays with works on site due to start April 2016, 15/16 spend will be loan payment. Remains an Amber rating.	

Table 2 : Summary of Progress for all 2015/16 Project starts

	15/16 Spend £m	Future years £m	Stage 1 Business Case Development	Stage 2 Appraisal and Due diligence	Stage 3 Funding agreement issued	Stage 4 Start project	Stage 5 Construction	Stage 6 project completion	Comments	Overall Risk rating
Northallerton	1.0	5.0	July 2015	Aug 2015	Oct 2015	Jan 2016		Mar 2017	Full business case being prepared for submission at end July. Planning now submitted decision due in October 2015. Good progress being made. Moving from Red to Amber	↑
Catterick	1.2	0			July 2015	Aug 2015		Mar 2016	Full Business Case approved by Infrastructure Board now drafting agreement. Board also agreed benefit of larger scheme subject to funding becoming available (see separate item below). On track.	↔
Middle Deepdale	2.3	0		July 2015	Aug 2015	Aug 2015		Mar 2016	Still negotiating through appraisal with a couple of issues still to address. To be resolved and taken to Infrastructure Board in early August. Still risks so amber rating.	↔
Skipton	1.2	0				July 2015		Dec 2016	Funding agreement signed. Will look to spend total £1.2m in 15/16. Project started.	↑
Newlands Bridge	1.5	0			July 2015	July 2015		Mar 2016	Funding agreement drafted and in process of being agreed between parties. All on track to start on site shortly.	↔
Bedale By-Pass	15.5	2.9				Mar15-sep16		Dec 2016	DfT retained scheme. On site	↔

2.0 Future Opportunities – Enterprise Zone

- 2.1 The Summer Budget 2015 announced “The government is inviting bids for a new round of Enterprise Zones. The existing Enterprise Zones have supported the creation of over 15,000 jobs throughout England.⁹⁴ This new round will focus on ensuring that all places in England can benefit, including rural areas where appropriate, and the government encourages towns and districts to work with LEPs to develop bids”
- 2.2 Whilst no bidding process or timescales have been announced the LEP is considering potential options. Currently opportunities are being considered
- 2.2.1 We have already secured Yorkshire first DEFRA approved Food Enterprise Zone at Malton – there may be an opportunity to extend the incentives at this site along with a package of agri-food focused sites.
 - 2.2.2 A coastal Enterprise Zone covering all 6 Coastal Towns (Whitby, Scarborough, Filey, Bridlington, Hornsea, Withernsea)
- 2.3 The LEP would welcome early discussions with all Local Authorities which are interested in exploring the potential for their sites and would encourage early engagement with the LEP.

LGNYY Action – Local Authorities who are interested in an Enterprise Zone should contact the LEP as soon as possible.

3.0 Innovation & Growth Drivers

- 3.1 FERA Science Ltd, have been shortlisted as a lead partner in two major innovation bids into the UK Agri-Tech Strategy. The bids totalling £50m are for;
- 1. A Chop Health and Protection Centre (CHAP)
 - 2. A Centre for Innovation Excellence in Livestock (CIEL)
- 3.2 The £80m Agri-tech innovation fund has shortlisted 4 bids and interviews were w/c 6th July. If successful this will increase the cluster of innovation assets in the region and also provide businesses with improved access to the best UK wide innovation partners.
- 3.3 University of York has been successful in securing a share of a £4m investment into a Digital Economy Centre, announced in the Summer Budget. This builds on Yorks digital and gaming strength and the position as the Uks first gigabit city.
- 3.4 It is also important to note that in the multi-billion private sector investment in Offshore Wind, Potash and Carbon Capture & Storage we have the three largest private sector investments in the Northern Powerhouse.
- 3.5 We need to ensure that discussions around devolution do not distract from the opportunities presented resulting in the potential benefits not being maximised.
- 3.6 Scarborough BC are leading discussions with York Potash to implement the supply chain strategy post approval.
- 3.7 UKTI Inward Investment team are scheduled to spend a ‘day with the LEP’ in September. This will allow us to ensure our key opportunities are outlined and promoted at a national level.

- 3.8 Alongside this our economy remains dominated by small and micro businesses. We are launching our Growth Hub www.howbusiness.org at the LEP conference and our Pop Up Business Cafés continue to be highlighted as national good practise for connecting small business to help and support at a local level.
- 3.9 As previously reported the LEP Business Grant Fund is now fully invested. We have been working with BE Group, a private sector partners to secure a follow on fund and this has now been launched across the LEP area. This ensures business can continue to access grants to support their growth aspirations.
- 3.10 Through the EU Programme we have launched calls for Business Start Up Support and Investment in the Food, Agri-tech and Bio Economy. Applications for these funds are currently being considered by DCLG

4.0 Skills

Skills Support for the Workforce (SSW)

- 4.1 SSW is aimed at SMEs and offers flexible and bespoke training to meet the needs of businesses. After a challenging year the figures show that the contract is on track to maximise the full contract value by the time it finishes in July 2015.

SSW Contract		YTD volume of learners		YTD value	
Total Value (£)	Volume	Target	Actual	Target	Actual
£1,572,766	2211	2016	1947	£1,325,976	£1,207,180

- 4.2 Whilst there have been management issues with the current contract holder, the model of delivery is one which is favoured by businesses. It enables them to get the training they need in the right format and timescales. This project will be continued in the first tranche procured through the Skills Funding Agency.

Local Response Fund (LRF)

- 4.3 This flexible fund of £1.9m was set up to respond to emerging skills needs. The LEP has used it to commission projects based on the Economic Plan priorities and includes 12 contracts including:
- Increasing Apprenticeships in North Yorkshire Dales and Moors.
 - Developing skills base of upland farms to support diversification.
 - Biosecurity project with Askham Bryan College and FERA.
 - Development and delivery of new training packages to reflect technological advances in precision farming, biorenewables, engineering, construction, and visitor economy.
 - Rural innovation and development of higher level business skills.
- 4.4 Two showcase events (15 May and 15 July) have taken place to share the results of the LRF projects.

Higher Level Skills

- 4.5 Higher York has been tasked to scope out appropriate project ideas on behalf of the LEP. They include activities such as promoting the benefits of higher level skills to businesses, increase graduate retention, encourage SMEs to take on interns and increase the number of higher level Apprenticeships.
- 4.6 LEP skills activities are aligned with the 'collaborative outreach network' that Higher York is managing using HEFCE funding. This network has been set up to work with people who may not consider higher level education as an opportunity available to them and to increase the numbers going on to university from under-represented groups and areas.

Young People Programme

Improving the quality of Careers Guidance for young people

- 4.7 Improving the quality of careers guidance for young people is a priority for the LEP and our consultation and stakeholder work in the last year has increased its importance as a priority.
- 4.8 The quality of careers guidance in schools across our area is patchy. An audit of schools at the end of 2014 showed that the picture is mixed with many schools stating that they wish to improve their performance. As a result of the findings the LEP and North Yorkshire County Council have developed a proposal to support schools to improve the delivery of careers guidance. Launched in June this pilot project will see 18 schools achieve a quality assured standard of careers guidance.
- 4.9 We will use the findings of this pilot to commission further careers guidance projects using EUSIF funding.

Roll out of an Employability Charter across all districts

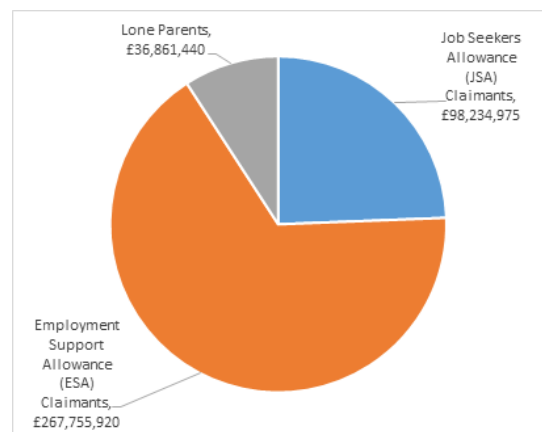
- 4.10 Employability Charters support young people to explore careers relevant to the local economy; develop key employability skills and helps local employers to get involved in the development of their future workforce.
- 4.11 We have committed to roll out an Employability Charter across all districts. Currently, there are successful Employability Charters in Ryedale and Scarborough. We will build on this success.
- 4.12 Where the Charter has worked successfully, it results in an improved relationship between students, local businesses and the local authorities. Businesses sign up to work with, and offer various opportunities to a school. The schools take advantage to offer improved work experience, business visits and school visits.
- 4.13 As part of the Charter a number of tailored events are planned and delivered at each of the schools, all involving local businesses. These include events such as enterprise days, CV preparation and interview techniques along with apprenticeship awareness events which included representation from colleges, training and apprenticeship providers.
- 4.14 The LEP will work in partnership with Local Authorities to drive implementation of the charter and having conducted an audit of each districts readiness to run a charter are now developing a phased roll out plan.

People into Work and Communities Programme

- 4.15 A thriving and prosperous economy cannot exist unless provision is made for people who have barriers to becoming fully engaged in society. Most people who are socially excluded are excluded as a result of factors relating to financial, health, skills and/or geographical status. The LEP is therefore focusing on helping people to overcome barriers in these areas.
- 4.16 Projects will have a wide eligibility criteria to enable the maximum number of people to be helped and will also accommodate the rural nature of the LEP area where there is unlikely to be high volumes of people with specific barriers.
- 4.17 We will ensure individual districts can match programmes to their specific needs and accommodate the provider-base which is made up predominately of micro and small Voluntary, Community and Social Enterprise (VCSE) organisations.
- 4.18 Key statistics demonstrate that there is a significant cost to the tax payer of not addressing the needs of these people across the LEP area:

Summary of work to date:

- 200 organisations were engaged and contributed to the LEP priorities for proposed social inclusion activities.
- Draft Voluntary, Community and Social Enterprise (VCSE) Sector Workforce and Organisational Development Strategy currently out to consultation.
- Project specification and match funding being agreed with Big Lottery (£4.6m LEP and £3m Big Lottery) and DWP (£3m LEP £3 DWP).



Source: Unit Cost Database (V1.2) DCLG
Troubled Families Unit

Our key aims are to:

1. Promote financial inclusion by supporting people to access employment or entrepreneurship opportunities and improve their financial capability.
2. Support people with physical and/or mental health issues and their carers to participate and engage in society.
3. Provide activities for people who are not yet ready to engage in formal learning opportunities to develop their skills.

- 4.19 The LEP has been identified as National Good Practise by Cabinet Office for its engagement with the VCSE sector

Recommendations

- a. Note the progress in implementing the Local Growth Deal
- b. Local Authorities who are interested in an Enterprise Zone should contact the LEP as soon as possible.
- c. Note development on the Innovation & Skills agenda.

Local Government North Yorkshire and York**24 July 2015****York, North Yorkshire and East Riding (YNYER) Spatial Plan****1.0 Purpose of the Report**

- 1.1 To seek the support and endorsement of Local Government York and North Yorkshire (LGNYY) for the YNYER Spatial Plan.

2.0 Background and Context

- 2.1 Work was undertaken during late 2014 on a baseline position from which to develop a sub-regional, non-statutory, Spatial Plan for the York, North Yorkshire and East Riding sub-area. Chief Executives subsequently gave their support to the further preparation of the Spatial Plan and tasked the YNYER Directors of Development Group with progressing it.
- 2.2 Building upon the foundation work undertaken late last year, the Directors of Development further commissioned O'Neill Associates to support this work funded through agreed contributions from each local authority. In parallel with this report seeking the formal endorsement of LGNYY Leaders, a similar report will be presented to the YNYER LEP Board recommending its similar support.

3.0 The YNYER Spatial Plan : Summary Outline and Key Issues

- 3.1 Preparation of the Spatial Plan has been swift, commencing during April 2015, with most of the work being completed in around ten weeks. YNYER Chief Executives considered the draft Plan at their meeting of 18 June, and the proposed document incorporates and reflects their comments and contributions.
- 3.2 The Plan aims to support the delivery of sustainable development, and will help to enable housing and economic growth across the YNYER area. It aims to fulfil a number of purposes:
- To set-out an agreed overall planning strategy – to support, speed-up and enhance the delivery of Local Enterprise Partnership (LEP) Strategic Economic Plans; and to provide a strategic framework to help support bids for external funding for infrastructure and in support of growth.
 - To assist local authorities in relation to implementing and evidencing the Duty to Cooperate in plan-making by guiding and targeting issues of cross - boundary significance.
 - To identify the strategic focus for growth and investment across the area – to help prioritise future investment and inform the 'strategic fit' of proposals.

3.3 Care has been taken to ensure that the draft Plan has full alignment with the existing, and relatively recently developed, Humber Spatial Plan. It is intended that together these two documents represent a coherent spatial planning framework for the YNYER sub-area as a whole. The preparation process has included 1:1 meetings with planning and transport authorities thereby including officers at district, unitary, county and national park authorities, and the YNYER LEP. The discussions have focused on:

- The role and value of a Spatial Plan
- Strategic priorities and cross-boundary issues (strategic and topic based)
- Scale and location of planned housing and economic growth
- Environmental management / flood protection priorities.
- Transport priorities for growth.

3.4 The Spatial Plan builds on earlier work that was produced to identify the key spatial implications of the LEPs Strategic Economic Plan, with a view to adding more specific content on priorities from current and emerging Local Plans. As such the Spatial Plan largely reflects existing and emerging planning policy across the sub-area but provides a coherent framework within which infrastructure investment decisions to support growth can be assessed and prioritised, and the wider needs and opportunities of the YNYER area can be articulated. Whilst it does not set new planning policy, it is widely felt that the document will be helpful in evidencing inter-authority collaboration in relation to the Duty to Cooperate as local planning authorities take their Local Plans to examination. It will also help to support bids for external funding to facilitate growth.

3.5 Enabling economic growth is central to the Plan. It sets a Core Aim:

The Spatial Plan seeks to co-ordinate plans and planning/investment decisions in the York, North Yorkshire and East Riding area to support sustainable growth by focusing and delivering strategic development and infrastructure to deliver:

- i. **Distinctive and successful cities, towns, rural and coastal areas**
- ii. **A high quality living and business environment**
- iii. **More inclusive and sustainable communities.**

3.6 Section 9 of the Plan sets out priorities for action in relation to the three identified SEP geographic priority areas of the A1/A19 Growth Corridor; the Yorkshire Coast; and the Dales, Moors and Wolds. Overlaying all of these, the Plan identifies a core growth zone focussed on the Harrogate and York area, and stresses the need for improved north-south, and in particular east-west, transport corridors with a strategic focus on:

- Regenerating the towns of Bridlington, Goole, Scarborough and Selby, and
- Strengthening the roles of Beverley, Driffield, the major Haltemprice settlements, Malton and Norton, Northallerton, Thirsk, Richmond and Catterick Garrison, and Skipton.

- 3.7 From a transport and connectivity perspective, the Plan highlights the need for improved east-west links, including in relation to A64 / York Outer Ring Road / Harrogate / A59 corridor. It also supports measures to enhance access to the Humber ports including in relation to the A1079, and to make our sub-area HS2 and HS3 ready by improving connectivity to the HS2/3 network and getting stations ready as HS2 passenger hubs.
- 3.8 The Plan also promotes a network of growth towns and identifies critical infrastructure necessary to unlock growth opportunities within them. It also provides policy support for the sustaining of local service centres as viable hubs for services, facilities, employment and housing. It supports growth in the food manufacturing, agri-tech and bio-renewables sectors as well as harnessing our environment and heritage to support rural based businesses to grow. Finally, it seeks to increase housing supply including for affordable housing, and to promote local distinctiveness in new housing developments.

4.0 Further Development

- 4.1 The Spatial Plan very much reflects current planning policy across the YNYER area as set out within existing and emerging Local Plans, the LEP SEP, and sub-regional Housing and Local Nature Partnership strategies. As stressed above, it does not set further targets for housing or employment development over and above those set out by partner local authorities within their Local Plans.
- 4.2 However, there is considerable scope for the Spatial Plan to continue to evolve in the future in order that it can begin to provide a more robust framework for influencing and shaping future planning policy with a view to unlocking even greater growth opportunities across the sub-region through a genuinely collaborative and strategic approach. Before any further work of this nature is done, it is important that all local authorities involved are in agreement as to the objectives driving the work, and the approach to be adopted to achieve them. Chief Executives have therefore tasked the YNYER Directors of Development group with scoping-out, and reporting back upon, the issues and options for the further evolution and development of the Spatial Plan prior to any agreement being sought to such further work being undertaken.

5.0 Recommendations

- 5.1 It is recommended that LGNYY Leaders:
- (a) note, discuss and formally endorse the YNYER Spatial Plan;
 - (b) agree to accept a further report in due course in relation to the benefits, issues, objectives, options and approaches for the further evolution and development of the YNYER Spatial Plan.

Appendix

York, North Yorkshire and East Riding Spatial Plan (July 2015)

DAVID BOWE

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Development Group

**YORK, NORTH YORKSHIRE
& EAST RIDING

SPATIAL PLAN**

July 2015

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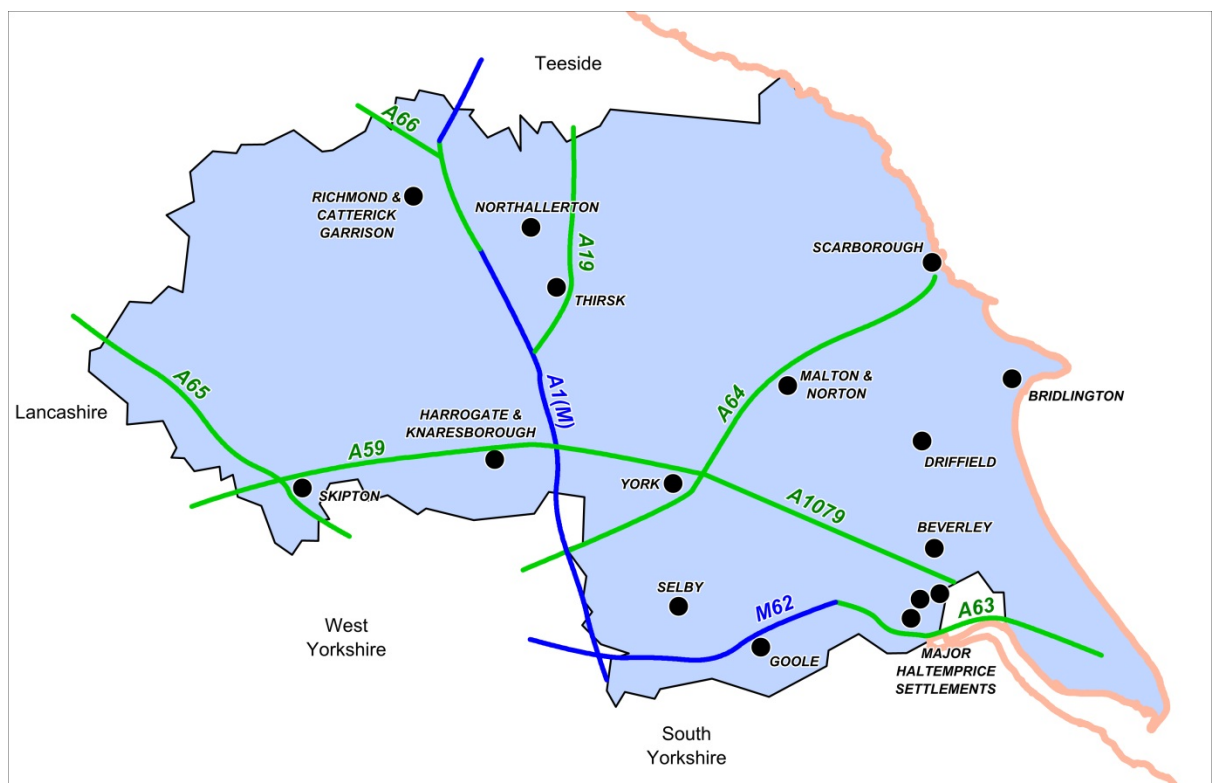
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1. INTRODUCTION

- 1.1 The York, North Yorkshire and East Riding (YNYER) area is a large geographic area with a distinctive character that includes urban centres, market towns, coastline and countryside. With two National Parks, three Areas of Outstanding Natural Beauty, historic cities and towns, a heritage coast and extensive countryside, it is one of the most beautiful and varied parts of the country.
- 1.2 Great places, landscapes and environments contribute to a good quality of life and attractive working environment. The YNYER area has a population of over 1.1m and covers over 3,000 square miles.



- 1.3 A significant presence of small and micro businesses and world leading high growth businesses and research institutions provide strong foundations for economic growth. Parts of the YNYER are amongst the most affluent in the country. However areas of deprivation, low wages and skills, and relatively high unemployment raise significant challenges.
- 1.4 Alongside this, an ageing population, the outward migration of young people and high house prices present particular issues for a large and extensively rural area. Some parts of the YNYER area benefit from excellent national transport connections, other parts are more remote and peripheral, whilst urban areas face particular pressures of congestion.
- 1.5 This Spatial Plan supports the delivery of sustainable development. It is a non-statutory planning framework focussed on cross boundary issues and strategic priorities for the location of new development and provision of infrastructure.

Core Aims

The spatial plan seeks to co-ordinate plans and planning/investment decisions in the York, North Yorkshire and East Riding area to support sustainable growth by focusing and delivering strategic development and infrastructure to deliver:

- i. Distinctive and successful cities, towns, rural and coastal areas**
- ii. A high quality living and business environment**
- iii. More inclusive and sustainable communities**
- iv. Improved connectivity within and beyond the area**

2. CONTEXT

2.1 The National Planning Policy Framework (NPPF) identifies three **roles for planning**:

- An **economic** role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure.
- A **social** role– supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and
- An **environmental** role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

2.2 These roles are mutually dependent and to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. The Localism Act 2011 introduced a **Duty to Co-operate**, which places a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local and Marine Plan preparation. Local planning authorities are required to make every effort to secure the necessary cooperation on strategic cross boundary matters.

A Strategic Spatial Plan

2.3 Collaborative working across boundaries can for some issues deliver more than can be achieved through local approaches. Inherent to this spatial plan is a focus on the ‘strategic’ as opposed to ‘local’, which means that the spatial plan concentrates on:

Table 1: Strategic Focus of the Spatial Plan

1.	Roles and relationships between places/areas in different local planning authority areas.
2.	The focus of and emphasis on delivering growth.
3.	Common issues that will have a significant cumulative effect across large parts of the plan area so that co-ordinated actions/policies are needed to address the implications for growth
4.	Improving connectivity within and beyond the area
5.	Connectivity between growth towns – network of places
6.	Unlocking growth of a town/settlement/area – as opposed to unlocking development of a site
7.	Opportunities to deliver a more efficient use of infrastructure and to achieve a greater overall level of improvement by taking a co-ordinated approach to the location and delivery of development and infrastructure

2.4 Statutory planning in the YNYER area takes place through the preparation of Local Plans and decisions on planning applications made by district, unitary and national park authorities. This spatial plan reflects the priorities of existing and emerging Local Plans, the Strategic Economic Plan and Housing Strategy for the YNYER area. Many of the conditions and issues that will affect the achievement of sustainable growth operate above local authority boundaries. An agreed overall planning strategy, with shared outcomes and clear strategic priorities, enables greater coordination and prioritisation for local planning and identifies how the YNYER area as a whole can contribute to driving national growth.

Northern Powerhouse

2.5 The YNYER area has a key role to play in linking and realising the potential of the three regional economies of the North West, North East and Yorkshire and the Humber. This influence includes being one of the best places to live in the UK, the presence of national heritage and environment assets and the many main national transport links running through the area. The vision for establishing the North of England as a global economic powerhouse aims to connect the six northern City Regions of Liverpool, Manchester, Sheffield, Newcastle, Leeds and Hull (areas in the YNYER area also form part of the latter two city regions). As an important economic area in its own right and as a link between the city regions the YNYER area will be influential in achieving a transformation of northern connectivity and the North's economy. This spatial plan sets out key priorities as to how and where the YNYER area will contribute to this growth.

Strategic Economic Plan

2.6 Planning across YNYER has a key role to support, speed up, co-ordinate and enhance the delivery of the Strategic Economic Plan (SEP) for the Local Enterprise Partnership (LEP) for York, North Yorkshire & East Riding. The SEP sets out the LEP's vision to make the area the place in England to start or grow a business, combining a quality business location with a great quality of life. Four ambitions and five priorities underpin the delivery of this vision:

Ambitions	Priorities
Create 20,000 jobs and deliver £3 billion growth	Profitable and ambitious small and micro businesses
Double housebuilding rates	A global leader in food manufacturing, agritech and biorenewables
Enable every student to be connected to business	Inspired people
Connect the east and west of our region	Successful and distinctive places A well connected economy

2.7 The SEP responds to the particular opportunities, needs and challenges facing the area. So for this part of the world this means that:

- Job creation and business growth requires a focus on realising the potential of many small and micro businesses
- Our international reputation and strengths in the food manufacturing, agritech and bio-renewables sectors need to be capitalised on
- Great places - historic cities and towns, rural and coastal areas - are integral and vital to our economy
- The natural and built environment underpins large parts of our economy and shapes our national and international profile
- The availability of the right type of housing, which is affordable, is crucial to recruitment and maintaining a strong labour supply
- Commuting patterns and an ageing population are shaping the demand for homes
- Our transport networks should enable businesses to move their goods and people around reliably and efficiently
- Growth and development will require the supply of minerals and other raw materials and the provision of waste management infrastructure
- Communication connectivity can improve access to markets and facilitate business growth, particularly in more remote areas

Housing Strategy

2.8 The demand for new homes in many parts of the YNYER is strong and the appeal of the area can result in supply falling behind demand, a limited range of tenures and high prices. The Housing strategy for YNYER, reflecting adopted and emerging Local Plans, sets priorities for housing and growth from 2015 to 2021. The housing strategy's vision is to enable more new homes and for all housing to be of a quality, type and size which meets the needs of our urban, rural and coastal communities and supports economic growth. A responsive and balanced housing market supports local economic vitality and long term economic growth by helping to maintain a local labour supply and supporting sustainable communities. The SEP aims to double house-building (compared to 2012-14 build rates) and triple the delivery of affordable housing.

Table 3: Housing Strategy Priorities	
Increase supply of good quality new housing across all tenures & locations.	Positive impact on health & well being.
Ensure that our housing stock reflects the needs of communities.	Continue to reduce homelessness.
Meet the diverse needs of all communities at all stages of their lives.	Allocate housing fairly & on need.
Ensure good design & environmental quality.	Provide housing for specific needs.
Make best use of our existing stock.	

Environmental and Health Strategies

2.9 The role of the environment and the health and well-being of communities and individuals in YNYER is crucial to achieving sustainable growth. The environment and the goods and services that it supports are a key asset:

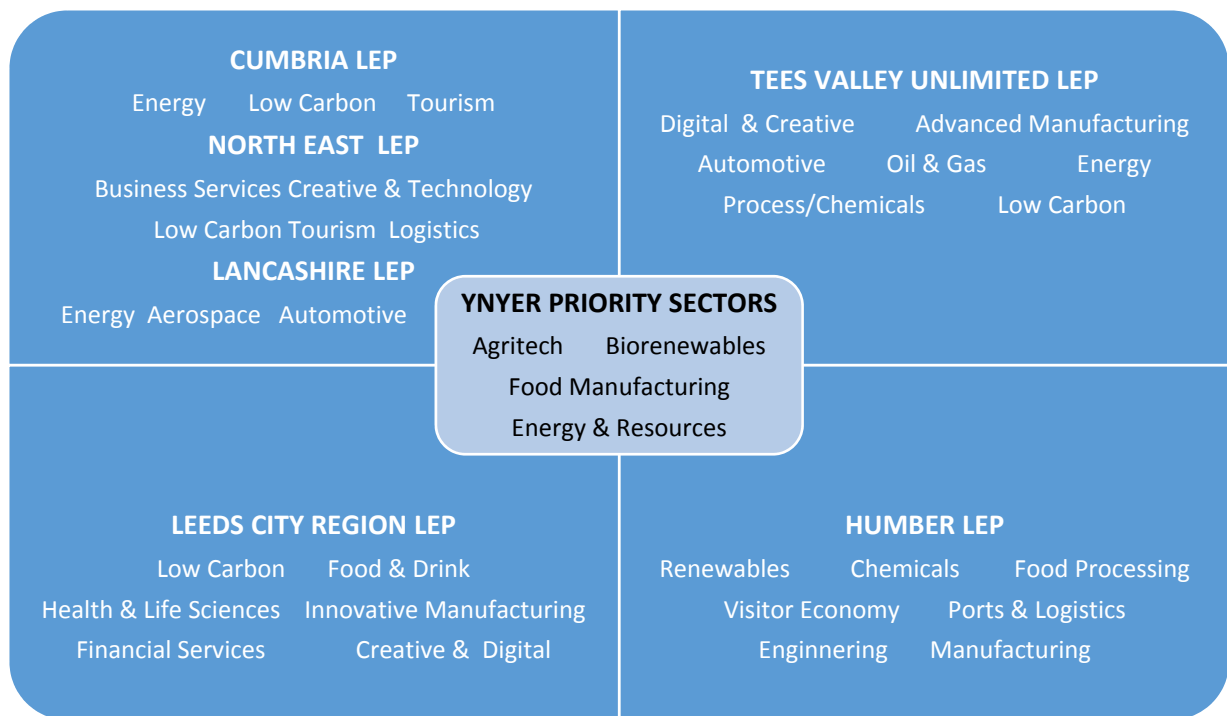
- The vision of the NY & Y Local Nature Partnership (LNP) is “to see the natural environment of North Yorkshire and York conserved, enhanced and connected for the benefit of wildlife, people and the economy” and the Hull and East Riding LNP aims to create a resilient ecological network across the area by working at a landscape scale
- Health and well-being strategies recognise the intrinsic links between health, the economy, living environments, housing conditions and sustainable communities

3. WIDER CONNECTIONS

- 3.1 The YNYER area is one of the largest economies by land area in England. It brings together a predominantly rural area bordering West Yorkshire and the Humber areas to the south, central Lancashire to the west and the Tees Valley to the north. From Skipton and Settle in the west to Scarborough, Whitby and Bridlington in the east – and from Selby and Goole in the south to Richmond and Northallerton in the north – the YNYER area has many inter-linkages with adjoining areas.
- 3.2 The southerly parts of the YNYER area cover the districts of Craven, Harrogate, Selby and City of York, all of which also form part of the Leeds City Region. To the south and east, the East Riding extends from north of the Humber estuary to Bridlington and also forms part of the Humber LEP area. Further north the connections to the Tees Valley and North East become stronger with the North Yorkshire Districts of Hambleton, Richmondshire, Ryedale and Scarborough. To the west the area links with both Cumbria and Central Lancashire.

Economic Links

- 3.3 Realising the YNYER area's economic growth potential requires wide-ranging collaboration and co-operation at different geographic scales. At an international scale links between industry and research create major export opportunities - the University of York and the Food & Energy Research Agency (FERA) have a major international presence. The BioVale initiative involves collaboration with the French Industries and Agro-Resources Cluster (IAG). At a national scale the National AgriFood Innovation Campus has the potential to be at the core of a national catalyst programme and exemplar catapult centre.
- 3.4 There are strong labour market linkages with neighbouring areas. For example there is significant two way commuting between Leeds and York and Harrogate, between the East Riding and Hull and between towns to the north of the YNYER area and the urban areas of the Tees Valley. Managing development pressures, providing affordable and market housing, achieving urban regeneration and housing market renewal and managing commuting patterns requires joined up working with neighbouring areas.
- 3.5 The Strategic Economic Plans for the neighbouring LEP areas include a focus on particular economic sectors which are set out in the following diagram. For example, there are important links with
- The movement of raw materials (such as food, bio-fuels and potash) from the LEP area to the chemicals and energy industries in the Humber and Tees Valley
 - The supply of people for more labour intensive activities
 - The Humber and Tees ports providing an important import/export gateway for local businesses
 - Common key sectors providing opportunities for collaboration and innovation



Transport Links

- 3.6 Many of the main national and northern transport links run into and through the YNYER area. Running north-south through the area are the A1(M) between South Yorkshire and Durham and the A168/A19 corridor linking the Tees Valley city region and Teesport to the motorway network. The East Coast Mainline (ECML) – the main north-south rail route - passes through the area from Doncaster and Leeds to Darlington with mainline stations at York, Thirsk and Northallerton. ECML services currently run beyond Leeds to serve Harrogate and Craven. The ECML provides key links to London, the North East and Scotland. York and Leeds will be gateways to the planned HS2 network.
- 3.7 To the south of the YNYER area, the M62/A63 provides good access to the Humber Ports and economic and enterprise zone opportunities centred on the Humber Estuary. The Humber is the UK's busiest port complex by tonnage and Goole is rapidly expanding to become the county's leading in-land port. The rail head at Selby also enables rail access to Felixstowe. The Transpennine rail service links Hull, York, Selby and Scarborough with Leeds, Manchester, Manchester airport, Liverpool and the North West. These east-west transport connections form part of one of Europe's main transport corridors linking the west coast of Ireland, through northern England to Scandinavia, the Baltic and Russia. Cross country rail services provide links to Sheffield, Nottingham, Derby, Birmingham and the south west.
- 3.8 From Scotch Corner the A66 provides a major east-west link providing key links from the YNYER area and the Tees Valley to Cumbria and Scotland. Strategic road and rail connections link the YNYER area with a number of international airports including Newcastle and Durham Tees Valley airports to the north, Leeds Bradford, Humberside and Robin Hood Doncaster Sheffield airports to the south and Manchester to the west.

Housing Markets

- 3.9 There are larger housing market areas with YNYER and smaller local housing market areas within them. Housing markets often have dual characteristics. They can function over a wider area, with household migration and commuting areas extending into the West Yorkshire, Tees Valley and Hull/Humber conurbations, and on a wider scale, they can attract people (often retirees) from the south east and other affluent areas. At a more local level housing markets link smaller and rural communities to local service centres and employment.

Environmental Assets

- 3.10 National Parks, Areas of Outstanding Natural Beauty (AONBs), Heritage Coasts, rural hinterlands, waterways and urban green networks are all key economic, social and environmental assets for YNYER area, surrounding areas and for the nation. Attracting businesses, investors, tourists and visitors is highly dependent on a high quality and thriving natural environment. England's national parks are a very significant contribution to our economy, society and identity. As well as attracting national and international visitors the rural parts of the YNYER area provide an important recreational resource for people living in the adjoining urban areas.

4. GROWTH FOCUS

Our priorities:

1. **To focus and realise the benefits of significant development in towns and cities and investment opportunities in major transport corridors**
2. **To transform economic, environmental and social conditions in coastal settlements as priority areas for regeneration**
3. **To meet local needs and support the long-term sustainability of communities in remoter rural and coastal areas**
4. **To support the regeneration of urban areas in adjoining city regions**

4.1 Focussed and co-ordinated patterns of growth and movement will be essential to ensure that the overarching priority to achieve sustainable growth will be achieved. This requires a spatial approach that manages relationships between different areas across boundaries both within and beyond the YNYER area. Within the area there are three geographic areas identified in the SEP that provide a focus for managing growth.

4.2 This spatial plan reflects current local plans – which are at different stages across the area. Some plans are adopted or close to adoption, others are being reviewed and new plans are being prepared in some areas. Through the local plan process different options for growth will be considered and may emerge to change future patterns of development. For example different spatial options are being looked at for Harrogate District including settlement extensions, transport corridors and new settlements. New sites, for example Ripon Barracks in the case of Harrogate, may also come forward through the local plan process.

A1/A19 Growth Corridor

4.3 The North-South growth corridor based around A1/A19/East Coast Main Line runs through the heart of the area. This corridor benefits from excellent connectivity with rapid access to the trunk road and rail network and the rest of the UK for businesses. The City of York with its leading Universities and outstanding tourism offer, and Harrogate with its growing commercial and conference presence and our world leading AgriFood and Bio-Economy Innovation assets sit in the centre of the corridor. Northallerton, Thirsk, Richmond and Catterick Garrison and Selby all act as the focus for their wider rural districts.

4.4 At the south of the corridor is Drax, the UK's largest and cleanest coal fired power station, which is investing over £1 billion in converting to biomass and developing the emerging technology around carbon capture and storage. To the north, the Leeming Bar Food Park continues to expand, whilst the Government has a long term commitment to Catterick Garrison. A new Catterick town centre opens in July 2015 and major housing growth is taking place.

4.5 Focussing growth on this corridor at the heart of the YNYER area and its largest cities and towns, will support a balanced pattern of growth across the area that makes the most of existing infrastructure and investment, maximises accessibility, reduces the need to travel and capitalises on the largest investment opportunities.

Yorkshire Coast

- 4.6 Yorkshire has one of the finest coastlines in Britain and is a significant environmental and tourism/economic asset. It features seaside towns such as Scarborough, Whitby, Bridlington, and Filey, Hornsea, Staithes and Withernsea. From Bridlington Bay northwards it is characterised by headlands, cliffs and bays backing inland to upland areas and moors. The coast south of Bridlington is generally characterised by fast eroding low clay cliffs.
- 4.7 There are many designations along the coast, including a heritage coast and internationally important biodiversity sites, and strong features such as Flamborough Head and Spurn Point. Further north much of the coastline is within the National Park and coastal villages such as Staithes and Robin Hoods Bay have a high historical importance. Safeguarding and improving the onshore and marine environment is important to protecting this unique character and as a driver to diversify the economy and broaden the tourism offer. Coastal erosion and sea level rise present threats to stretches of the coast and to communities living in such areas.
- 4.8 Unemployment, deprivation and skills issues are present to varying degrees in most towns along the coast. There is a need to strengthen the tourism offer and diversify the economy. Re-inventing the town centres of coastal resorts will be vital to attracting new investment. Improving road and rail services and infrastructure will help reduce peripherality and contribute to the transport priority to strengthen east-west transport links. Offshore wind opportunities, creative and digital industries and a new potash mine near Whitby all have the potential to drive growth. The Easington gas terminal forms a significant component of the national gas supply infrastructure.

Dales, Moors and Wolds

- 4.9 This area is defined by its high environmental quality. It is predominantly rural in character, providing an outstanding landscape with market towns acting as service hubs for jobs and visitors. The Moors and Wolds have a markedly different landscape character to the Dales but share many of the same issues and opportunities. These include an economy with a strong agriculture, food and visitor economy focus, the pressures of integrating economic and environmental concerns, housing demand, an ageing population and affordability and a combination of good skills and employment levels but often low incomes.
- 4.10 The high quality landscapes of the National Parks and Areas of Outstanding natural beauty are particularly important to the local economy. The number of businesses per head of population is twice the national average in National Parks. Conserving the natural beauty, wildlife and cultural heritage of the YNYER area plays a wide ranging role in supporting land based industries, sustaining tourism and recreation and supporting sustainable rural economies and communities.
- 4.11 Settlements are smaller in population terms in these more rural areas and more dispersed. Towns such as Driffield, Pickering, Skipton and Richmond & Catterick Garrison are important centres of employment and services and act as gateways to these areas. Places such as Leyburn, Grassington, Hawes and Reeth play important roles as local service centres for remoter rural areas. Investment is needed to support sustainable communities and support the roles of towns as hubs for surrounding areas. Accelerating development and supporting the growth ambitions of

small businesses in these rural areas will be important. There is opportunity to improve upland farm and locally distinctive tourism and environment based businesses. Partnership working is important to enhancing upland landscapes as living and working areas.

Adjoining Urban Areas

- 4.12 The YNYER area has strong functional links with adjoining urban areas, as reflected by the overlapping LEP areas of the Humber and Leeds City Region. There are strong labour and housing market links with the Tees Valley, Darlington, Leeds, Bradford, Hull and Humber ports area and important links with potential for enhancement with Pennine Lancashire and the City of Lancaster. Collaborative working is required to support growth within and beyond the YNYER area – as strong urban centres will be pivotal to driving growth across the north of England. The relationship is two-way as the quality of life and environment of the YNYER area is a key part of the locational offer of the wider area.

Growth Delivery Priorities	
Roles of Places	Pattern and Focus of Development
Major focus of growth	<p>Delivering significant development and investment opportunities by focussing on a:</p> <ul style="list-style-type: none"> ▪ A core growth zone focussed on the Harrogate & Knaresborough and York area. ▪ North-South and East-West transport corridors with a strategic focus on: <ul style="list-style-type: none"> ○ regenerating the towns of Bridlington, Goole, Scarborough and Selby ○ strengthening the roles of Beverley, Driffield, the Major Haltemprice settlements, Malton & Norton, Northallerton, Richmond & Catterick Garrison, Thirsk and Skipton
Local needs focussed growth	<p>Meeting local needs and supporting sustainable communities by strengthening local service centres in the wider rural areas across York, North Yorkshire & East Riding including the:</p> <ul style="list-style-type: none"> ▪ Yorkshire Dales & North York Moors national parks ▪ Howardian Hills, Nidderdale and Forest of Bowland Areas of Outstanding Natural Beauty ▪ Yorkshire Wolds

Relationships Between Places	Pattern and Focus of Development
Managed growth <u>within</u> the YNYER area	<p>Co-ordinating development and investment activity in a York/Malton/Scarborough Corridor:</p> <ul style="list-style-type: none"> ▪ to support the regeneration of Scarborough ▪ to spread the benefits of York's economic growth and influence as an economic driver for the sub-region ▪ to strengthen the role of Malton and Norton <p>Supporting the role of and focus on York as a key growth driver by:</p> <ul style="list-style-type: none"> ▪ Managed growth in the East Riding Vale of York area (focussed on Pocklington & Market Weighton) ▪ Development restraint in the Easingwold area
Managed growth with areas <u>adjoining</u> the YNYER area	<p>Co-ordinating development and investment activity across boundaries to support growth and regeneration:</p> <ul style="list-style-type: none"> ▪ Beverley and the major Haltemprice settlements in the East Riding, in support of the transformation of Hull ▪ Skipton & South Craven, as an economic hub between and linked to West Yorkshire and Lancashire <p>Development restraint to support regeneration:</p> <ul style="list-style-type: none"> ▪ In the Stokesley area to support regeneration in the Tees Valley ▪ Between Richmond and Darlington, to support the sub regional centre role of Darlington and regeneration in the Tees Valley
Co-ordinated Resource Management	<p>Safeguarding and enhancing the area's key environmental and built assets:</p> <ul style="list-style-type: none"> ▪ Encouraging positive land management for flood alleviation in upland areas to reduce downstream flooding and enhance biodiversity ▪ Protecting the setting of National Parks

5. BETTER CONNECTIVITY

Our priorities:

1. **Improved east-west connectivity across and beyond the area with a particular focus on the overlapping impacts of urban congestion in York & Harrogate**
2. **Better access to national and regional rail services, including being HS2 & HS3 ready**
3. **Improved long distance connectivity to the north and south**

5.1 Better transport provides firms with access to employees, enables them to be connected with other businesses and facilitates access to local, national and international markets. Many parts of the YNYER area's transport network form key parts of international, national and regional transport links. Improving superfast broadband and mobile coverage (see sections 6 & 7) is also critical to ensuring that businesses across the area are well connected to their customers, markets and workforce.

North – South Transport Links

5.2 The YNYER area benefits from excellent North-South connections, including the recently upgraded A1 (M) and A19 corridor and the East Coast Main Line (ECML). In a national context this corridor provides key connections between London, the Midlands, the North and Scotland. In a northern context, it links the Humber, Sheffield and Leeds City Regions to Tees Valley, the North East and Scotland. Economies along the ECML are significant, contributing over £300 billion pa to the national economy (excluding London) and have significant further growth potential. Continued upgrades to these north-south connections and access to HS2 and HS3 will be crucial to the long term prosperity of the UK. For 'strategic highways' the One North transport proposition includes removing network gaps from the North East to South Yorkshire and northwards towards Scotland and enabling the better movement of freight by road, water and rail. There are key rail linkages for freight from the ECML at Northallerton into Middlesbrough, Teesport and Port of Tyne, from Selby to Felixstowe and to the Humber ports. Local linkages to strategic north-south links are important to enable local areas to gain benefits from these connections.

East-West Transport Links

5.3 East- West links across the LEP area are relatively poor and require investment to realise the economic potential and boost the performance of the major urban areas of Harrogate and York and many growth towns such as Bridlington, Driffild, Malton, Scarborough and Skipton. Journey time reliability affects businesses and their staff. Whilst east-west transport connections need to be strengthened across the whole area the location of growth towns and the larger volume of movements between them have shaped the priorities for improvement.

5.4 Whilst transpennine links across the M62 are relatively good, further north, the transpennine links from Craven District to East and Central Lancashire and from

North Yorkshire to Cumbria are relatively poor. As well as linking major economic growth hubs in the YNYER area such as York and Harrogate, east-west links provide key connections to and from eastern and coastal towns, the Beverley, Hull and the Humber Ports and with the towns of central Lancashire and the wider North West of England. The Tees Valley area also shares a need for improved east-west connections and coastal access improvements.

- 5.5 In combination with urban congestion poor-east west transport links also contribute to significant constraints on the growth of Harrogate and York. There are significant delays on the York Northern Outer Ring Road and in the urban areas of Harrogate/Knaresborough and York. Improving east-west transport links in the YNYER area is important to economic growth in the area and for the North of England.

Rail Services

- 5.6 From the rail hub of York, eight of the 10 largest UK cities can be accessed in less than two hours. The full 'Y' HS2 route, once built and operational, will further improve this rail connectivity. The 'One North' proposition includes a new dedicated 125 mph trans-pennine rail-link connected to the HS2 lines and Manchester Airport. Transpennine rail electrification is being progressed from Manchester to Selby, Hull and York. Further extension of Transpennine electrification' improving connecting routes will significantly improve the area's connectivity nationally and across the North of England.
- 5.7 The York-Harrogate- Leeds rail line is being upgraded from one track to two tracks on parts of the route between Knaresborough and Poppleton. This will facilitate faster journey times and improved reliability, and potentially the doubling of train frequencies, between these key employment centres. The York-Scarborough rail line links through to Leeds, Manchester Airport and Liverpool, investment needs to include enhanced services, stations and inter-change facilities. The proposed electrification of the Leeds-Selby-Hull line presents similar opportunities.
- 5.8 In the Aire Valley fast and efficient commuter trains support and attract growing passenger demand between Skipton / South Craven and towns and cities in West Yorkshire. There are opportunities to enhance trans pennine rail links as alternatives to the congested main Leeds-Huddersfield-Manchester route. The protected track bed of the former Skipton to Colne railway line presents such an opportunity. Recent strategic investment in Pennine Lancashire has realised new direct services between nearby Burnley and Manchester.
- 5.9 Rail stations across the YNYER area play a key role as gateways to national, regional and local rail services and have the scope to stimulate economic growth and promoting the use of public transport and thereby have a significant impact on the towns and cities (and their hinterlands) that they serve. Investment in stations and the areas around stations can act as a catalyst to broader development and attracting inward investment.

Better Connectivity Delivery Priorities	
Improved long distance connectivity to the north and south	<p>Ongoing upgrades to the A1 and improving key links to the A1 at:</p> <ul style="list-style-type: none"> ▪ A168/Thirsk ▪ Sherburn in Elmet to A63/A1 <p>Removing capacity constraints, improving passenger and freight services and improving journey quality on the East Coast Mainline.</p> <p>Safeguarding and realising the benefits of Selby Railhead.</p> <p>Supporting the improvement of the Port of Goole (and Humber ports) and the role of waterways to bypass congested South East road and rail routes.</p>
Improved East-West Connectivity	<p>Improving journey-time reliability on the Central Lancashire to Yorkshire Coast/Humber corridor with improved A59/A1237/A64 & A1079 highway links including improvements to:</p> <ul style="list-style-type: none"> ▪ York Northern Outer Ring Road ▪ A64 York –Malton – Scarborough Corridor, including West of Malton and Hopgrove junction, ▪ A64/A1079 Grimston Bar junction ▪ A1079 Corridor ▪ A1(M)/A59 Junction 47 ▪ Harrogate Road network ▪ A59 Harrogate to Skipton, including overtaking lanes ▪ M65 Colne to Skipton <p>Modernising the Leeds-Harrogate-York rail line to improve performance and increase service frequency.</p> <p>Improving stations, inter-change facilities and services between Scarborough and York.</p> <p>Improving stations, reducing journey times and upgrading facilities on the Selby-Hull line to maximise the benefits of the planned electrification.</p> <p>Supporting improvements to rail infrastructure for freight including between Craven and the west coast rail hubs of Lancaster and Carlisle, as well as Manchester (via Clitheroe).</p>
Rail Station Hubs	<p>Enabling the LEP area to be HS2 ready by improving connectivity to the HS2/HS3 network and getting stations ready as HS2 passenger hubs.</p> <p>Enhancing existing rail stations to increase access to national and regional rail services and to promote their roles as economic/development hubs, public transport interchanges and gateways to the recreational and cultural offer of the area including:</p>

	<ul style="list-style-type: none">▪ York station as a strategic interchange and HS2 gateway station▪ Harrogate, Northallerton, Selby, Skipton and Thirsk as key gateways to the national network and London▪ Seamer, Skipton, Bridlington, Driffield, Beverley, Goole, Malton & Norton, Scarborough, <p>Providing new stations at:</p> <ul style="list-style-type: none">▪ Haxby, York▪ Cross Hills (South Craven)
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6. STRONG CENTRES

Our priorities:

1. **Promoting a network of growth towns to meet the majority of the area's development needs**
2. **Unlocking development opportunities and infrastructure constraints in growth towns**
3. **Sustaining local service centres as viable local hubs for services, facilities, employment and housing for local communities**

6.1 There are many distinctive and different urban, rural and coastal settlements in the LEP area. These places vary in size and function but generally act as the focal point for commercial, cultural, education, health, service, transport, and employment activity. A multi-centred approach, with a pattern of linked growth towns (including the city of York) and local service centres, will help to meet the needs of urban, rural and coastal areas. Digital infrastructure has a key role to play in supporting social and economic development.

Growth Towns

- 6.2 Growth towns have been identified as the main places that will accommodate future housing and employment growth. This supports a concentration on a limited number of towns across the YNYER area and for each local authority area.
- 6.3 Enhancing the reliability of the current transport network, particularly the condition of the road network, is also important to link the many growth and service centres across the large LEP area, improving connections for businesses and their employees customers and providing access to markets for raw materials and finished products. The varied urban, rural and coastal nature of the YNYER area has a significant influence on transport provision and accessibility – and thereby economic growth and housing demand and supply.
- 6.4 Better local transport connectivity between centres will help deliver higher levels of productivity and greater competitiveness. Improved journey time reliability, better travel quality and shorter journeys help to widen and strengthen labour markets, reduce costs, improve business efficiency and increase access to new and larger markets. Our approach is multi-modal to support both growth and low carbon goals. It recognises that for a large rural area the dominant mode of travel is by road but with an opportunity for rail to provide extra capacity.

Unlocking Development Opportunities

6.5 In the Growth Towns there are major strategic sites, allocated within Local Plans and/or with approved planning, but where exceptional infrastructure costs are stopping or delaying development. Removing these barriers is essential to delivering our aim of doubling house building rates and increasing the level of affordable housing, whilst providing employment land to support future growth

- 6.6 Infrastructure capacity constraints can restrict the future development of an area or a town as a whole, in addition to being specific to particular sites. Without unlocking strategic constraints the scope to bring forward any sites is significantly limited.

Local Service Centres

- 6.7 Coastal areas and rural areas need to be protected and enhanced as attractive and vibrant places and communities, providing quality of place and an excellent environmental, economic and social resource. Meeting the needs of people in relatively remoter areas should be based on supporting the sustainability of local communities by improving existing services and facilities and providing additional housing and employment opportunities within settlements. Focussing smaller scale growth on local service centres strikes an appropriate balance between meeting local needs, protecting and enhancing our environmental assets and preventing new housing extensively catering for commuters from nearby areas. It supports the availability of a local labour market. Nearby larger towns (the Growth Towns) also have a influence and relationship with the local service centres in their hinterlands.
- 6.8 In an increasingly information driven economy e-connectivity is equally important as physical connectivity. The roll out of broadband internet is commercially constrained by the large geographical extent and low population density of many parts of the YNYER area. Our transport, mobile and broadband network must be an enabler for thriving prosperous places where businesses are able to grow and communities are able to access services and facilities. Increasing superfast broadband and mobile coverage is a key priority for a large geographical area with a low population density. These issues serve to make the development of the infrastructure commercially unattractive in “not-spots” and initiatives to address the absence of fibre based coverage in these rural areas are vital to enable economic growth and support sustainable communities. Increased broadband provision will allow for a greater spread of growth and enable people to increasingly conduct business from home and from rural locations.

Strong Centres Delivery Priorities

<p>Network of growth towns</p>	<p>Focussing development on the eleven growth towns of:</p> <ul style="list-style-type: none"> ▪ Bridlington, ▪ Beverley ▪ Driffield ▪ Harrogate and Knaresborough ▪ Major Haltemprice settlements ▪ Malton and Norton, ▪ Northallerton ▪ Richmond and Catterick Garrison ▪ Scarborough ▪ Selby, ▪ Skipton ▪ Thirsk and, ▪ The city of York. <p>Improving the transport linkages between growth towns:</p> <ul style="list-style-type: none"> ▪ A164 Corridor Improvements ▪ Newland Bridge Maintenance ▪ 'A' road maintenance ▪ A166/ Stamford Bridge improvements ▪ A6136 upgrade and Catterick Garrison Town centre improvements ▪ A59 Skipton-Harrogate-York ▪ A64 York-Malton-Scarborough
<p>Critical infrastructure to unlock the growth of settlements</p>	<p>Tackling transport congestion:</p> <ul style="list-style-type: none"> ▪ Harrogate & Knaresborough ▪ Central Scarborough ▪ Bridlington Integrated Transport Plan Phases 1 & 2 ▪ Beverley Integrated Transport Plan and Park and Ride ▪ North and Central Northallerton ▪ York Northern ring road, <p>Widening transport choice:</p> <ul style="list-style-type: none"> ▪ Improving local rail links: <ul style="list-style-type: none"> ○ York-Harrogate-Leeds railway line ○ Hull-Selby-York railway line ○ Scarborough-Malton-York railway line ▪ Bus and cycling network improvements in Harrogate and York <p>Managing flood risk in:</p> <ul style="list-style-type: none"> ▪ Skipton ▪ Malton and Norton ▪ York
<p>Local service centres</p>	<p>Focussing development on Local Service Centres that provide services and facilities that serve the needs of, or are accessible to, people living in the surrounding rural areas in order to meet local growth needs and support the sustainability of local communities.</p> <p>Improving superfast broadband and mobile coverage particularly in not-spot areas.</p>

7. EMPLOYMENT GROWTH

Our Priorities

1. **Supporting growth in the food manufacturing, agri-tech and biorenewables sectors**
2. **Promoting growth towns and local service centres as strategic and local hubs of economic activity**
3. **Harnessing our environment and heritage to support rural based businesses to grow**

7.1 A growing and competitive economy is a key component of sustainable growth. Such conditions help to ensure that everyone can benefit from higher living standards, greater job opportunities and an overall better quality of life. To meet the economic and social needs of communities and businesses across the York, North Yorkshire and East Riding of Yorkshire area the SEP ambitions are to deliver 20,000 new jobs across the area and support over 21,000 small and microbusinesses to grow and improve. Successful economic growth will mean rising incomes and increased business profitability, productivity and resilience. Growing the economy by £3bn will require a range of outcomes by 2020 which include increasing GVA and productivity, more businesses startups, increased exports, higher employment rates and falling carbon emissions.

7.2 Between 2005 and 2011 economic growth (15.9%) was below the national increase (18.8%). This lower historic base rate of growth, combined with the ambition and opportunity to capitalise on growth sectors and our excellent quality of life and high quality environment requires a step change in the level of growth that will be supported and the creation of new jobs.

Growth Sectors

7.3 YNYER is already an international leader in the bioeconomy, which combines the food manufacturing, agritech and biorenewables sectors. The R&D base in York competes on an international stage in agritech and biorenewables as home to international research groupings at the University of York. The Food and Research Agency (FERA) just outside York complements these resources as a national centre of expertise and innovation.

Economic Hubs

7.4 Future employment growth will be strongly driven by strengthening the role and performance of the YNYER areas cities and towns (the growth towns) and particularly their centres. City and town centres will be a prime focus for development, especially for uses that generate large numbers of people movements. Improving the quality and distinctiveness of town centres is critical for competitiveness. The growth towns across the YNYER area fulfil a significant role as the focal point for services, facilities, transport and employment for their immediate and surrounding areas. Focussing activity on these towns provides an efficient and concentrated approach to investment and service delivery.

- 7.5 Digital connectivity is of vital importance to communities and businesses. Digital connectivity can act as a barrier to growth and innovation or as a catalyst for economic and social development. Superfast networks can increase efficiency, support a new era of digital public services, enhance healthcare delivery and education capabilities. York is the country's first 'Gigabit City' offering the opportunity for the City to be a magnet for new business development and to use this step change in digital infrastructure to drive economic growth and global competitiveness. Improving broadband connectivity is of critical importance to the growth and competitiveness of rural businesses.

Rural Based Businesses

- 7.6 A key feature of YNYER is impressive landscapes and coastlines and a wealth of natural and historic assets. The natural and built environment is a key component of our economy and the health and well-being of communities. Within a wider context of protecting and enhancing our environment there is much scope to support small scale and innovative business and employment growth. In more remote and peripheral areas sustaining and maintaining local economic activity is a key challenge.

Employment Growth Delivery Priorities	
Growth sectors	<p>Support a region-wide Bio-Economy cluster, BioVale, developing and spreading the benefits of the Bio-Hub at the University of York and National Agri-Food Innovation Campus at Sand Hutton.</p> <p>Agri-business park Malton</p> <p>To link key investments in bio-energy to the low carbon, energy and renewables sector and chemicals industry along the M62 corridor and in both the Humber and Tees Valley</p> <p>Optimise the opportunities for the area provided by the Humber Ports and TeesPort as international trade gateways and for offshore energy.</p>
Hubs of economic activity	<p>Strengthening the sub regional role of York through:</p> <ul style="list-style-type: none"> ▪ The establishment of a new Central Business District next to York Station ▪ The expansion of the University of York ▪ Maximising the benefits of the Gigabit city superfast broadband speeds <p>Supporting the roles of Growth Towns as a focus for economic activity including the development of a new town centre at Catterick Garrison.</p> <p>Supporting role of local service centres as the local focus for employment in rural and coastal areas.</p>
Rural based businesses	<p>Capitalise on the high quality environment and heritage of the YNYER area including by supporting innovative and locally responsive:</p> <ul style="list-style-type: none"> ▪ farm and estate diversification ▪ all year round visitor accommodation ▪ infrastructure for outdoor recreation ▪ green tourism

8. HOUSING GROWTH

Our priorities:

1. **Increase the supply of good quality new housing**
2. **Providing the right mix of housing types and increasing the delivery of affordable housing across the area**
3. **Promoting local distinctiveness**

8.1 The geography of the YNYER area presents a specific range of housing issues. The Growth deal for the YNYER area aims to double the rate of new house building across the area and triple the rate of affordable housing delivery in the next five years. Local Plans provide the mechanism through which statutory housing targets will be set.

Supply of Homes

8.2 Against a background of high and rising house prices, Housing Strategy and Strategic Economic Plan identify how the supply of new homes across all tenures falls well behind demand. The SEP highlights that between 2012 and 2014 there were over 2,500 new homes delivered (just over 20% were affordable) compared to 6,000 households that are expected to form per annum between 2013 and 2026. Between 2016 and 2020 the Strategic Economic Plan aims to increase the delivery to almost 5,500 new homes, with 30% being affordable.

Right Type of Housing

8.3 Our existing housing stock is not diverse – 88% is in the private sector, either owner occupied or privately rented. This is the second highest of all LEP areas in the country. The current supply of affordable housing is very low compared to other LEP areas and there are increasing pressures on this and on private rented stock. The Housing Strategy highlights that housing waiting lists in the area and the 2011 Strategic Housing Markets Assessments (SHMAs) covering the area identified a shortfall of over 4,000 affordable homes if new and pent up demand were to be met.

8.4 Very many young people will be unable to afford to access home ownership if house price and income trends continue. Private renting will remain the main option for many young people to live independently. Good quality private rented accommodation of a suitable size is often scarce and with low wages many workers struggle to find suitable homes. The YNYER area has a significant and growing population of people aged over 65 years. Many of these households will live independently, a proportion though will also live with a long term limiting illness and/or dementia. Providing the right type of housing for older people is a major issue for the area.

8.5 There is a need to deliver the right type and tenure of homes to meet the needs of a wide range of households on a wide range of incomes. This includes starter homes, private rented, intermediate tenures, more affordable housing and accommodation to meet the housing and care/support needs of older households.

Successful and Distinctive Places

- 8.6 The distinctive character of an area or the sense of place that it provides is an important element of building communities that people want to live in and places where businesses want to invest. It strongly influences decisions to invest or locate – whether as a household, business or visitor. Creating distinctive places by promoting high quality development and respecting features of value in urban rural and coastal areas contributes positively to making successful places that evolve over time.
- 8.7 All settlements are different and have diverse characters reflecting their history, scale, economic fortunes and location. The character and distinctiveness of settlements and their settings should be protected and enhanced as a key part of the approach to growing and regenerating places. The YNYER area is rich in character and its diversity is a major feature in terms of settlement and landscape character.

Local Plan Housing Growth Delivery Priorities - Scale of Housing Growth

<i>District/Unitary</i>	<i>Homes PA</i>	<i>Period</i>	<i>Source</i>
East Riding of Yorkshire	1,400	2012-2029	ER LP Strategy Document
Craven	160		Draft plan, new SHMA being prepared
Hambleton	455-470		OAN June 2015
Harrogate	621	2014-2035	March 2015 OAN
NYMNPA	26		2008 Core Strategy
Richmondshire	180	2012-2028	Adopted Core Strategy
Ryedale	200		Adopted Core Strategy
Scarborough	465	To 2032	Being finalised through revised OAN and SHMA
Selby	450		Adopted Core Strategy
York	TBC		Revised OAN work commissioned
YDNPA	55		OAN

Housing Growth Delivery Priorities - Location of Housing Growth

Growth Locations	Growth towns of Beverley, Bridlington, Driffield, Harrogate and Knaresborough, Malton and Norton, Northallerton, Richmond and Catterick Garrison, Major Haltemprice Settlements, Scarborough, Selby, Skipton, Thirsk and York.
Strategic Sites	Investing in major strategic sites at: <ul style="list-style-type: none"> ▪ Catterick Garrison ▪ Middle-Deepdale and south of Cayton, South Scarborough ▪ North Northallerton ▪ Sowerby Gateway, Thirsk ▪ Olympia Park, Selby ▪ Moor Road, Brough ▪ York Central, York ▪ Former British Sugar/Manor School site, York

9. SEP GEOGRAPHIC PRIORITY AREAS

SUMMARY OF A1/A19 GROWTH CORRIDOR SPATIAL PLANNING APPROACH	
PRIORITIES FOR ACTION	RATIONALE
<p>A: Pattern of Growth</p> <ol style="list-style-type: none"> 1) Focus most development on the Growth Towns of Catterick Garrison/Richmond, Harrogate and Knaresborough, Northallerton, Selby and city of York 2) Meet local needs for housing, employment and services in local service centres 	<p>These are the major centres for employment, housing, transport, services and cultural facilities. This focus will help to unlock major development sites, make the best use of existing infrastructure and reduce the need to travel and emissions.</p>
<p>B: Roles and Functions of Places</p> <ol style="list-style-type: none"> 1) <i>Catterick Garrison/Richmond</i> – enhanced town centre and service centre for Richmondshire 2) <i>Harrogate & Knaresborough</i> – a major centre and expanding commercial & conference centre hub 3) <i>Northallerton</i> – a County Town serving other market towns and the rural hinterland 4) <i>Thirsk</i> – local focus for jobs, homes and shops 5) <i>Selby</i> - local focus for jobs, homes & shops 6) <i>York</i> – a major economic centre for the wider area and international hub for knowledge driven, creative and high technology industries 	<p>There is significant opportunity to utilise and further strengthen the roles of the Growth Towns to the benefit of their wider hinterlands. Fostering distinctive roles will support successful growth by avoiding unnecessary competition and ensuring that as high quality places each area uses its own assets and opportunities to build future growth. Each growth town presents a particular opportunity to add value to the overall offer of this growth corridor.</p>
<p>C: Transport</p> <ol style="list-style-type: none"> 1) Reducing delays and promoting sustainable transport measures in Harrogate & York 2) A1237 Northern Ring Road Improvements 3) Improving the A1/A59 Allerton Park and A64/A162 Tadcaster junctions and the link from Drax to the M62 4) Improve Harrogate-York- Leeds and York-Scarborough rail links and improving rail gateways 5) Improving overall east-west connectivity 6) Improving rail stations as key 	<p>Key elements of York's highway network are nearing capacity. Continued growth is at threat from congestion. The outer ring road also forms a key part of strategic LEP area east-west connections. Urban congestion issues in Harrogate/Knaresborough provide a barrier to unlocking the town's economic potential. Better journey times between Harrogate, York & Leeds will maximise the growth of these economic drivers.</p>

<p>strategic interchange</p> <p>7) A6136 Catterick Garrison / A1 access improvements</p>	
<p>F: Strategic Investments</p> <ol style="list-style-type: none"> 1) Sherburn A1 Employment Site 2) North Northallerton Development Area 3) Olympia Park Selby 4) York North West 	<p>Catterick Garrison provides an opportunity to create a new town centre and stimulate growth in surrounding areas. Sherburn provides a major employment site close to the A1. The North Northallerton development area is the key strategic site for the area, similarly Olympia Park presents an opportunity to transform Selby's town centre and meet housing and employment needs. Key development sites in York including York Central, British Sugar and Nestle South.</p>

SUMMARY OF YORKSHIRE COAST SPATIAL PLANNING APPROACH

PRIORITIES FOR ACTION	RATIONALE
<p>A: Pattern of Growth</p> <ol style="list-style-type: none"> 1) Focus most development on the Growth Towns of Scarborough and Bridlington 2) Meet local needs for housing, employment and services in local service centres 	<p>Scarborough and Bridlington are the largest towns along the coast and provide jobs, services and facilities for much of the area. There are concentrations of deprivation and worklessness. Economic growth and regeneration requires more housing.</p>
<p>B: Roles and Functions of Places</p> <ol style="list-style-type: none"> 1) To establish the growth towns as premier East Coast resorts with reinvigorated town centres and a broader and better economic base and tourism offer 2) To safeguard the maritime and fishing 	<p>There is significant opportunity to strengthen the roles of Scarborough and Bridlington and unlock major housing growth, town centre, harbour and marina developments. Other coastal settlements such as Whitby, Hornsea and Withernsea play important roles as local service centres. Historic fishing villages such as Staithes and Robin Hood's Bay contribute to the heritage and character of the area.</p>
<p>C: Transport</p> <ol style="list-style-type: none"> 1) Reduce peripherality by improving east-west transport links 2) Improve links with growth towns outside the area 3) Address severe junction capacity issues within Scarborough urban area. 	<p>There is a significant degree of journey time unreliability on the A64 between York and Scarborough and underperforming stations and services along the rail line resulting in poor connectivity. To realise the growth potential of Scarborough improvements/mitigation measures are required to key junctions in the town.</p>
<p>D: Environment</p> <ol style="list-style-type: none"> 1) Transform coastal towns utilising their seaside character and settings to improve the quality of the public realm and environment, the housing offer and diversify the economy 2) Protect and enhance the unique character, heritage and biodiversity of the undeveloped coast and coastal waters 3) Avoid the risk from flooding, erosion and landslip 	<p>The seaside and historic character of the towns is a key asset. The importance of the high quality natural environment and landscapes of the Yorkshire Coast is being recognised. Coastal processes have a direct bearing on natural resources, nature conservation, communities, properties and economic activities along the coast.</p>

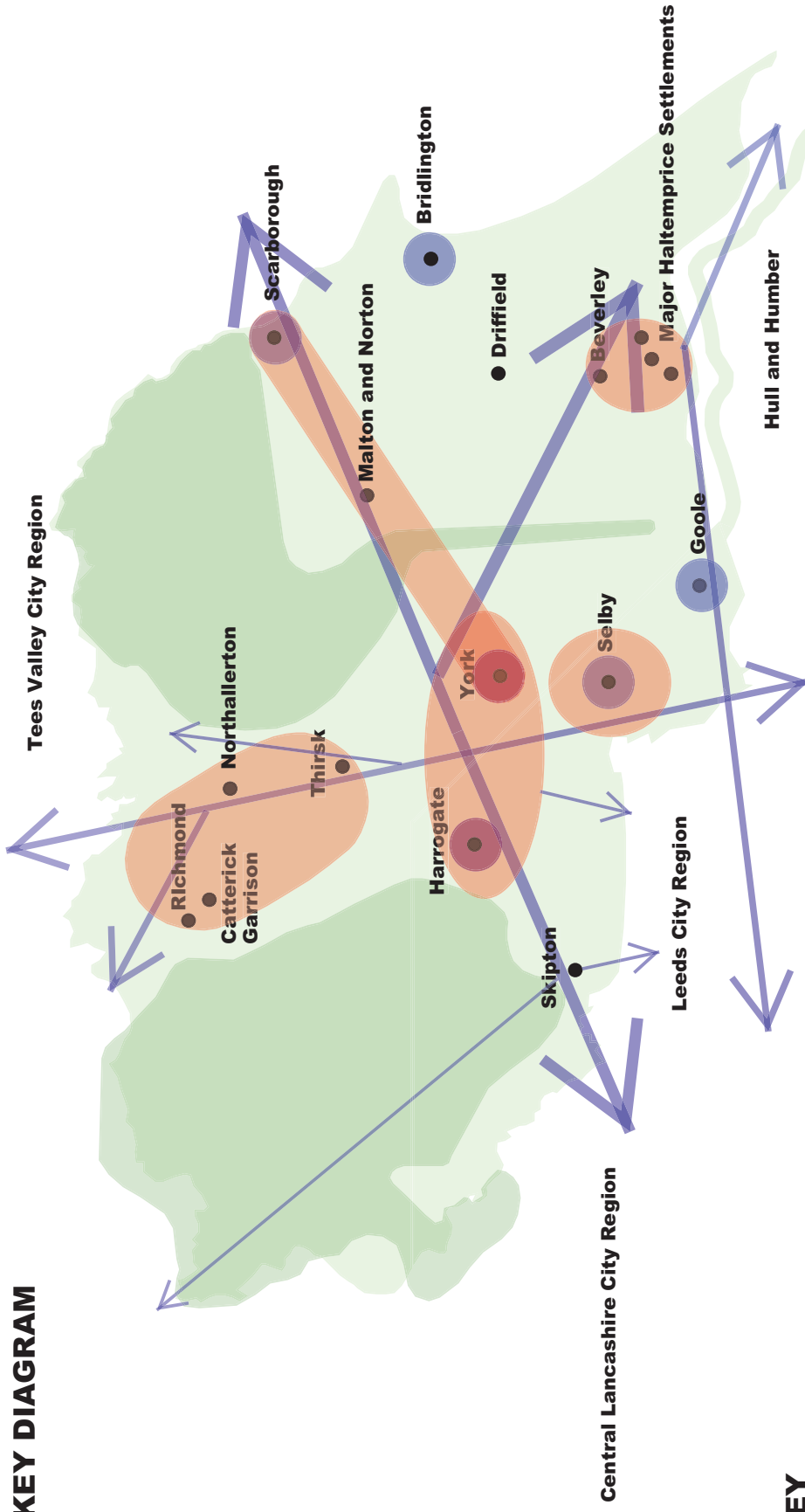
<p>E: Growth Drivers</p> <p>1) York Potash mine</p>	<p>The £2bn York Potash project proposal will develop a new high-tech potash mine and has the potential to generate £1bn exports and supply chain opportunities for local companies.</p>
<p>F: Strategic Investments</p> <p>1) Whitby Offshore Industries Hub</p> <p>2) Middle Deepdale Housing Site Scarborough</p>	<p>Whitby is the nearest port to Dogger Bank where the world's biggest wind farm is to be constructed and offers opportunities to service the offshore wind sector. Unlocking the mixed tenure Middle Deepdale project will enable housing growth and along with south of Cayton and act as the catalyst for the wider regeneration of the Eastfield Area.</p>

**SUMMARY OF THE DALES, MOORS & WOLDS
SPATIAL PLANNING APPROACH**

PRIORITIES FOR ACTION	RATIONALE
<p>A: Pattern of Growth</p> <ol style="list-style-type: none"> 1) Focus development on the growth towns of Beverley, Driffield, Malton & Norton, Skipton and Richmond/Catterick Garrison. 2) Meet local needs for housing, employment and services in local service centres including Bentham, Bedale, Hawes, Helmsley, Kirbymoorside, Leyburn, Pickering, Pately Bridge and Settle 	<p>Across a large rural and upland area supporting sustainable growth in a number of key settlements acts to provide services and facilities that serve the needs of, and are accessible to, people living in these communities and the surrounding rural areas. Many smaller communities are relatively remote from larger centres.</p>
<p>B: Roles and Functions of Places</p> <ol style="list-style-type: none"> 1) Driffield as a focus for development in the Wolds 2) Skipton as a local focus for homes and as a focus for jobs and shops for area between West Yorkshire and Lancashire 3) Malton – a local focus for jobs, homes and shops 4) All the local growth centres will be sustained as local focal points for local services, facilities and development to meet the essential needs of rural communities. 	<p>These settlements provide important local facilities that help to meet the essential needs of rural communities. Limited development, of an appropriate scale and type, can positively contribute to meeting local needs and supporting the long term sustainability of communities.</p>
<p>C: Transport</p> <ol style="list-style-type: none"> 1) Maintaining local highway links to local service centres 2) Enabling visitors to access recreational and tourism activities 	<p>The condition of the local road network is a key constraint on the economy in rural areas as the condition of the highway network between local service centres and feeder villages impacts on rural businesses. Reaching markets outside a very local area, home-based or remote working and effective trading will be restricted by poor broadband connectivity.</p>
<p>D: Environment</p> <ol style="list-style-type: none"> 1) Protect and enhance the character, heritage and biodiversity of the Yorkshire Dales & North York Moors National Parks, the Nidderdale, Howardian Hills and North Pennines 	<p>The area's natural environment gives the area iconic regional, national and international status. There are many statutory designated areas. The outstanding environmental and built</p>

<p>AONBs and the Yorkshire Wolds</p> <p>2) Develop green infrastructure that provides services to the wider economy</p>	<p>assets in the area need to be safeguarded and enhanced through a conservation-led approach that provides a basis for supporting new and existing local businesses, especially in tourism and agriculture. Supporting green infrastructure will help support significant improvements to the visitor infrastructure.</p>
<p>E: Growth Drivers</p> <p>1) Protected Landscapes</p>	<p>Conserving and enhancing the natural beauty, wildlife and cultural heritage of protected landscapes is nationally significant. For rural areas, landscapes provide a basis for sustainable economic growth and diversification including for land based industries, recreation and tourism.</p>
<p>F: Strategic Investments</p> <p>1) Malton Agri-Business Park</p> <p>2) Broughton Hall Business Park, Skipton</p> <p>3) Bentham Employment Expansion</p> <p>4) Kirbymoorside Employment Expansion</p> <p>5) South Skipton Employment Zone</p>	<p>Investment is needed to meet abnormal infrastructure costs, accelerate development and support the growth ambitions of rural based businesses. Initial proposals at 4 settlements will be rolled out across other local growth centres.</p>

KEY DIAGRAM



KEY

- Growth Towns
- Urban Congestion Priority Area
- Regeneration Priority Area
- ↔ Transport Priorities
- Focus for Growth

Local Government North Yorkshire and York**24 July 2015****North Yorkshire Strategic Transport Prospectus****1.0 Background**

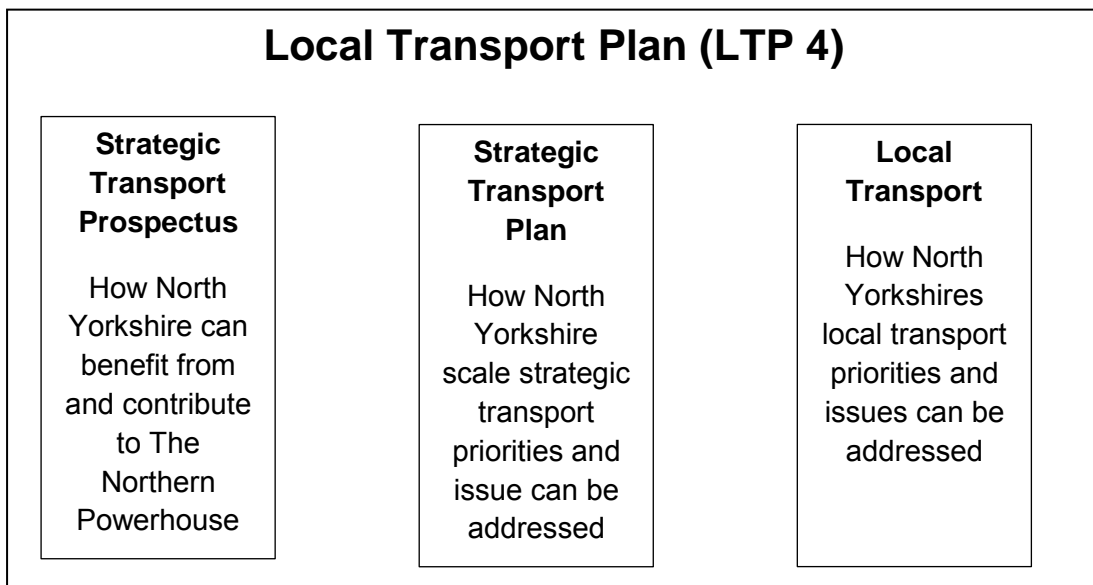
- 1.1 At a recent meeting of Transport for the North, the Northern Transport Strategy 'The Northern Powerhouse' was discussed (<https://www.gov.uk/government/publications/northern-transport-strategy>).
- 1.2 At the meeting Transport for the North (TfN) agreed to engage with the County Council in order to consider strategic transport issues in North Yorkshire in the context of The Northern Powerhouse. In order to be able to effectively engage with them TfN suggested that NYCC produce a North Yorkshire Strategic Transport Prospectus that sets out our potential to benefit from and contribute to The Northern Powerhouse.

2.0 Strategic Transport Prospectus

- 2.1 The Prospectus whilst primarily developed by North Yorkshire County Council has been based on work from the Directors of Development Group. The content of the Strategic Transport Prospectus has been mainly drawn from the current Local Transport Plan (LTP3), YNY&ER Strategic Economic Plan and the development of a spatial plan for York, North Yorkshire and East Riding. Engagement with the planning authorities in North Yorkshire has already been undertaken to ensure that the Prospectus takes into account their priorities and views. Additionally, TfN and the DfT have provided some comments and input on the draft Prospectus as it was being developed.
- 2.2 It should be noted that the Prospectus only considers Strategic Transport in the context of The Northern Powerhouse, specifically from South of Sheffield to the border with Scotland (see plan below). As such the identified priorities and interventions are those that are directly relevant to this context and scale.



- 2.3 It is fully accepted that there are equally important strategic transport issues in a North Yorkshire context (e.g. urban traffic congestion, local housing growth, links to neighbouring cities). On the advice of TfN and the DfT these have not been included in the Strategic Transport Prospectus so that it is focussed on our ‘ask’ of Transport for the North.
- 2.4 The North Yorkshire scale strategic transport issues will be considered as part of a North Yorkshire Strategic Transport Plan which is currently being developed as part of the next Local Transport Plan (LTP4). Similarly, localised issues (e.g. active travel, road safety, highway maintenance, local air quality) will be considered as part of LTP4. Figure 1 below shows this relationship graphically.



- 2.4 Development of LTP4 has recently commenced and the North Yorkshire Local Planning Authorities will be involved throughout the process including the on-going liaison with NYCC Highways and Transportation on the development of local plans. Additionally, as part of the development of the Strategic Transport Plan, the County Council will be directly discussing the planning authorities long term strategic transport needs and aspirations from both the point of view of current transport priorities and considering long term housing and employment growth aspirations.
- 2.5 The developing Local Transport Plan (including the Strategic Transport Prospectus and Strategic Transport Plan) covers the period from 2016 to 2045. In the shorter term (up to around 15 years) the LTP is likely to consider firm and deliverable proposals. For the longer term (2030 to 2045) these are likely to become increasingly aspirational. However, this long timeframe is necessary to allow long term transport planning. Due to the necessary statutory processes and Government funding periods the lead in time from concept to delivery of a major highway scheme is usually in excess of 10 years and the lead in time for new rail schemes is often considerably longer. Realistically therefore any major transport scheme that is required to accommodate growth aspirations for the period post 2030 needs to be identified in the next 2 to 3 years.

3.0 Recommendation

- 3.1 It is recommended that the LGNYY Leaders note, discuss and formally endorse the YNYER Spatial Plan.

DAVID BOWE

Corporate Director – Business and Environmental Services

North Yorkshire County Council and current Chair of the YNYER Directors of Development Group

A Strategic Transport Prospectus for North Yorkshire executive summary

**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.

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Executive Members for Business and Environmental Services.



**County Councillor
Chris Metcalfe**



**County Councillor
Don Mackenzie**





Executive Summary

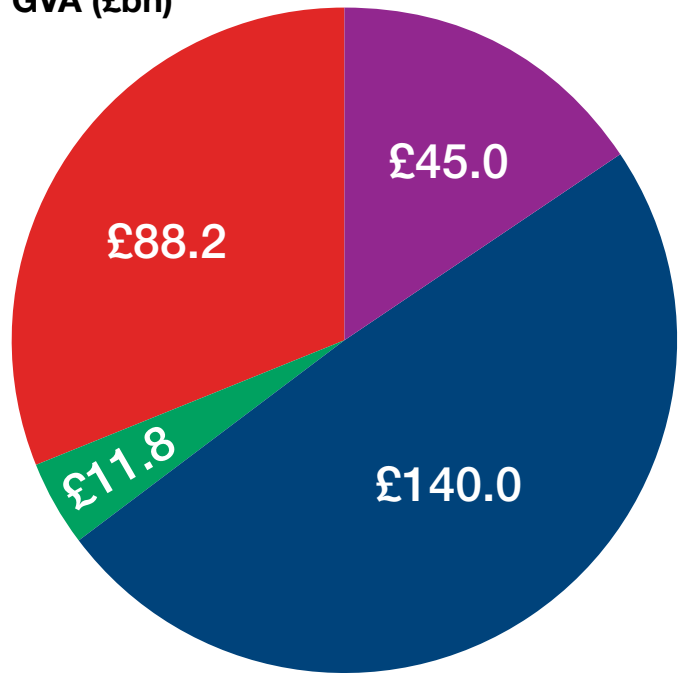
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Much of the main transport infrastructure connecting the eastern areas of The Northern Powerhouse run through North Yorkshire including the main north – south road (A1(M)) and rail (East Coast Mainline) routes.

GVA (£bn)



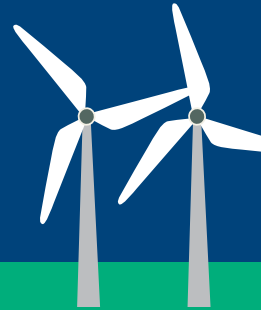
- The NW
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Improving access to High Speed and conventional rail

Improving long distance connectivity to the north and south

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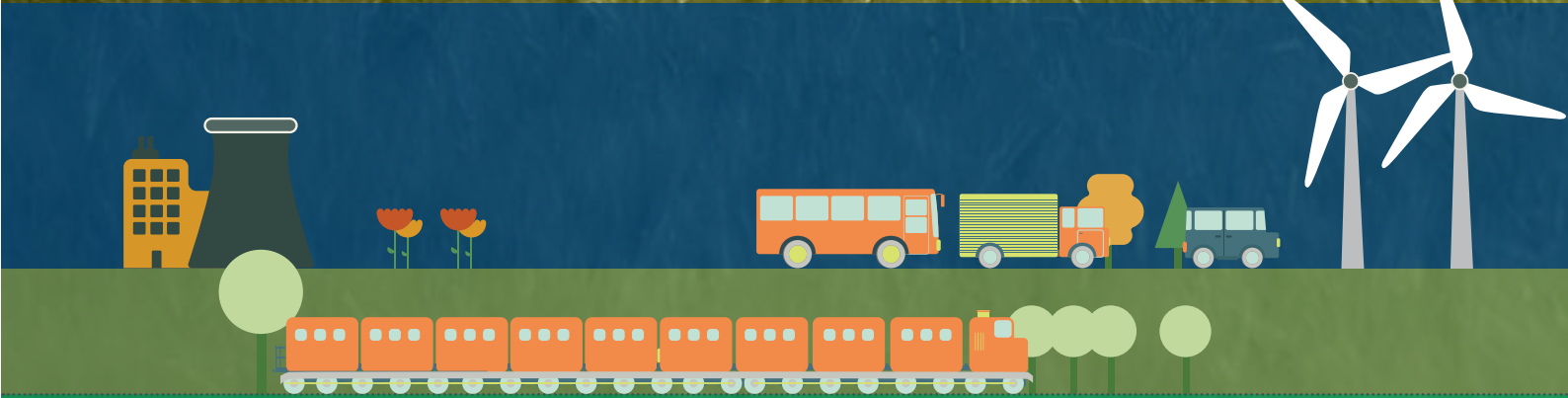
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North Yorkshire Strategic Transport Prospectus (Plan on a Page)

Priority	Where?	What should we do? (to 2030) Plans	What should we do? (to 2045) Aspirations
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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

North Yorkshire County Council, County Hall, Northallerton, North Yorkshire, DL7 8AD

Our Customer Service Centre is open Monday to Friday 8.00am - 5.30pm (closed weekends and bank holidays). Tel: **01609 780 780**

email: customer.services@northyorks.gov.uk web: www.northyorks.gov.uk

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A Strategic Transport Prospectus for North Yorkshire

**The Places in Between:
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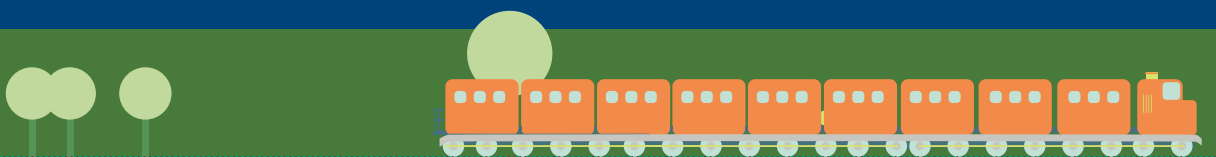


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Executive Summary

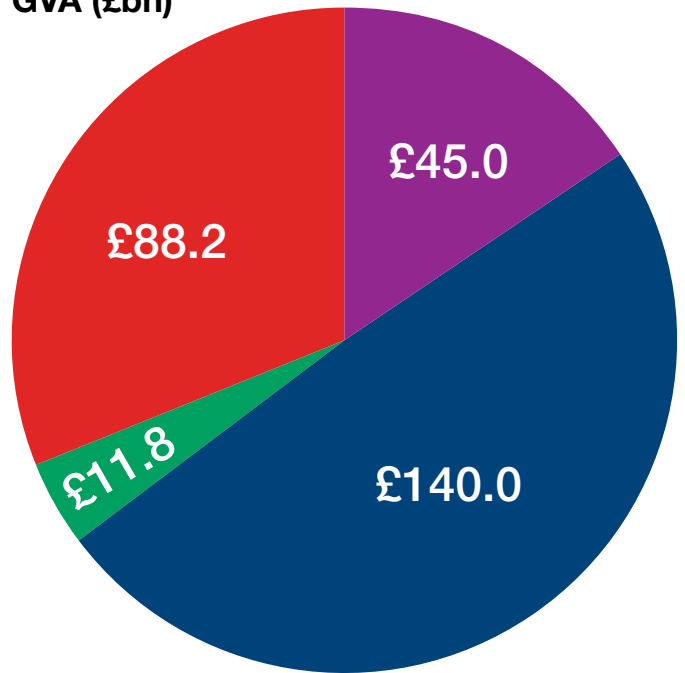
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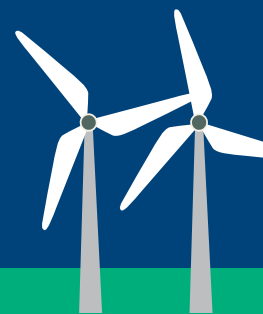
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1. Context – What it's all about

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).

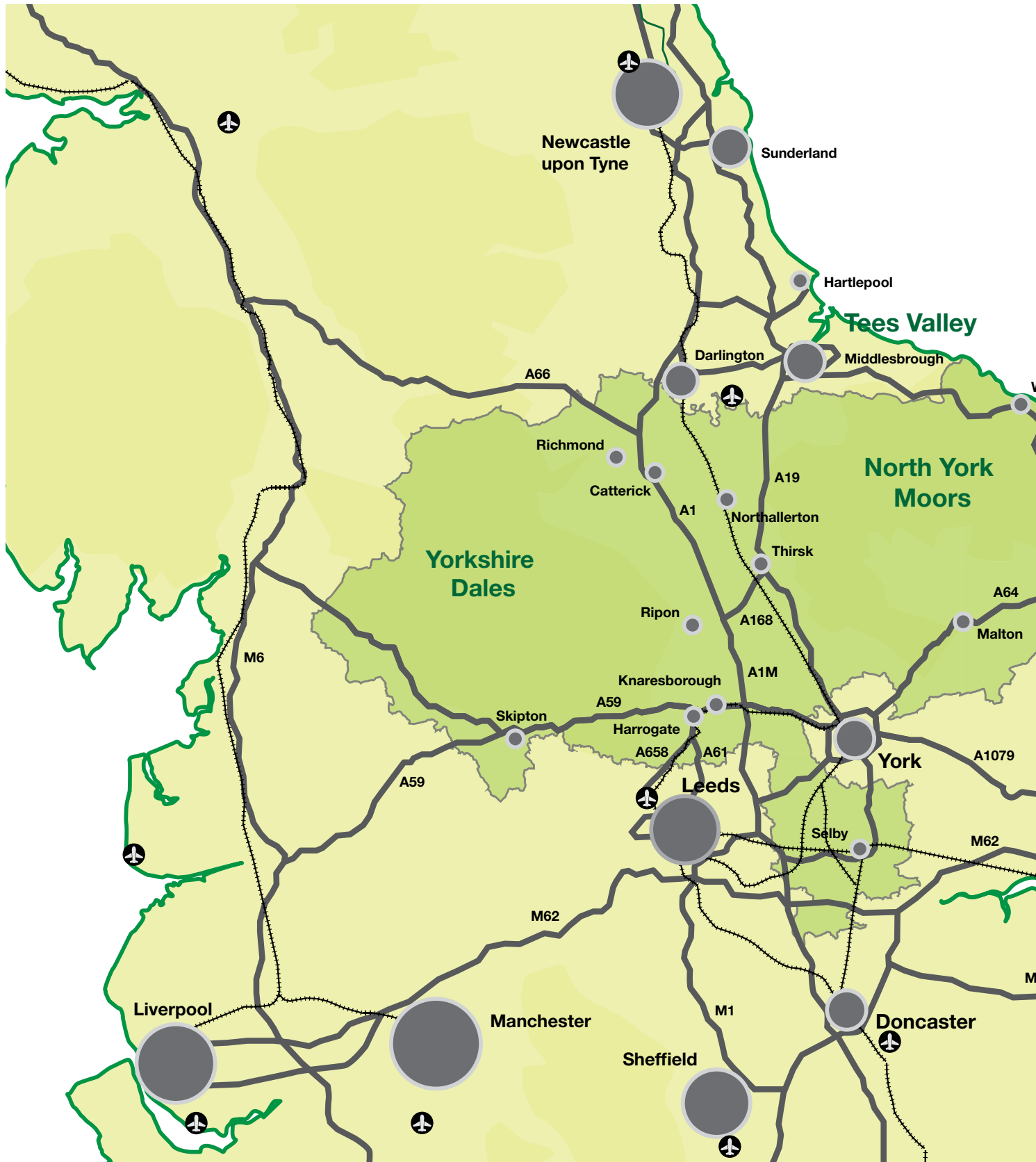
¹ The Northern Powerhouse: One Agenda, One Economy, One North <https://www.gov.uk/government/publications/northern-transport-strategy>

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.

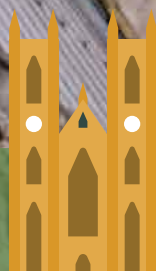


North Yorkshire in Northern powerhouse context





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

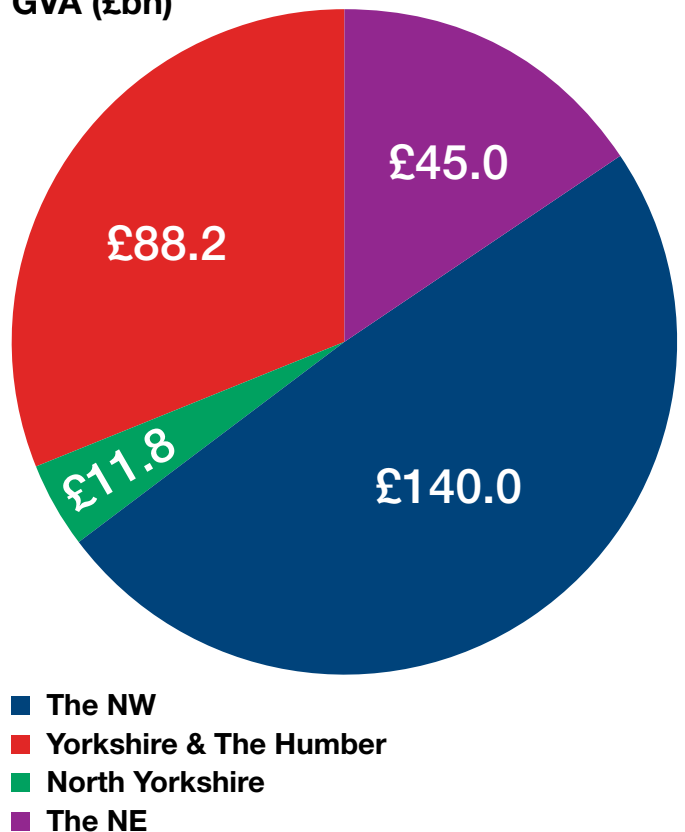
The Northern Powerhouse is about linking the three northern regional economies of the North West, Yorkshire and the Humber and the North East to form a single larger economy. With a population of 15m people and a GVA of £285bn (in 2013)⁴ this could transform The North into an economic powerhouse to balance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

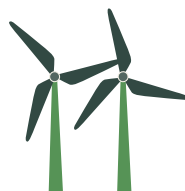
⁷ www.severfield.com

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:

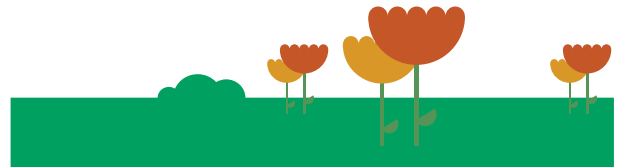
- York Potash⁸ – Plans to build the first new potash mine in the UK in 40 years. Located south of Whitby on the east coast the potential investment could be of the order of £2bn, directly creating 2,500 jobs in the construction phase and 1,000 longer term jobs with the potential for additional supply 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.



- 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.



- 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 and carbon capture 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. Alongside this investment it is shortlisted for a £1bn carbon capture and storage investment. Approximately 1,000 new construction jobs are anticipated during the construction period at the Drax site with at least 60 operational jobs at the new plant as well as additional indirect supply and maintenance posts.



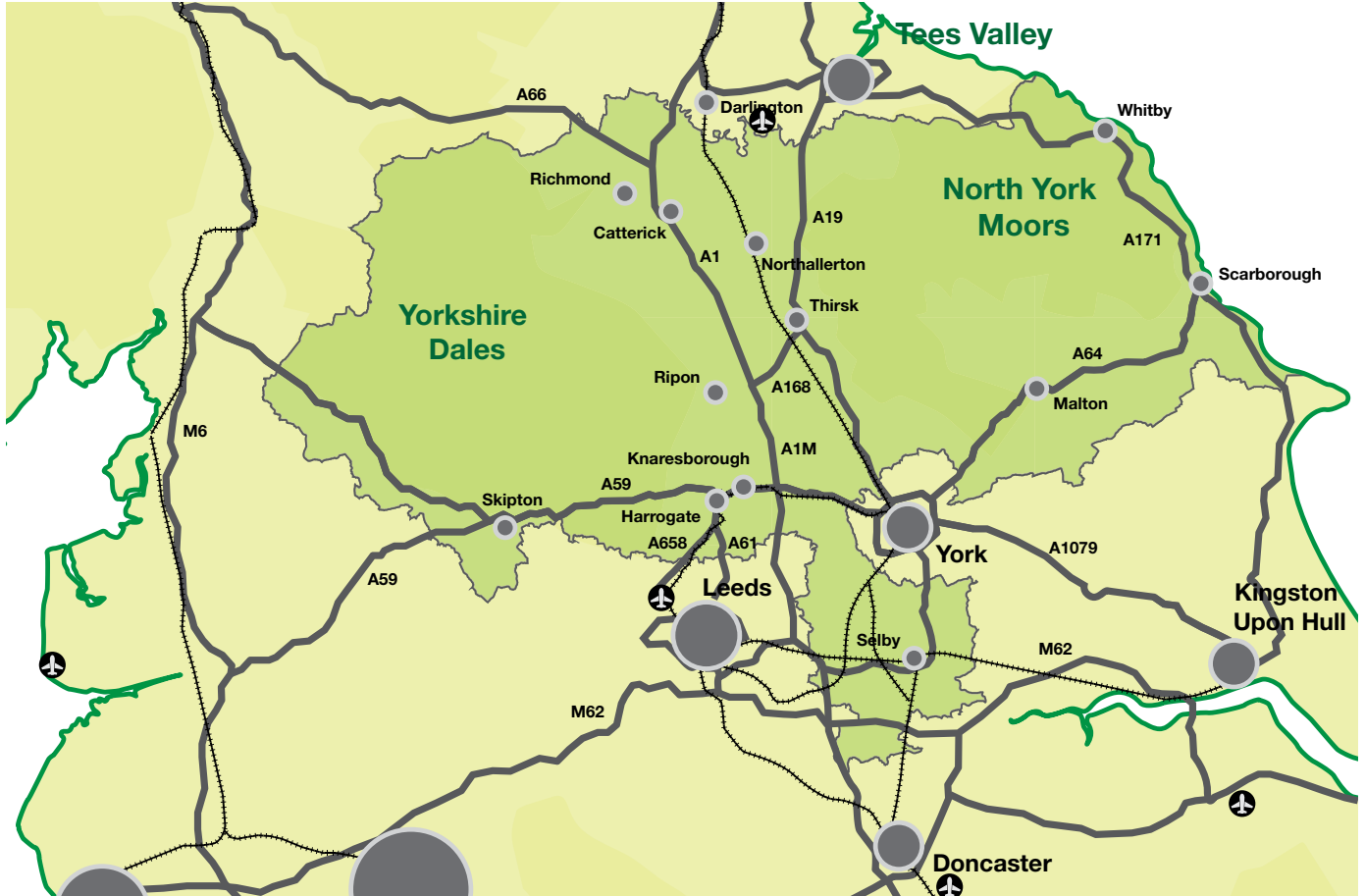
⁸ www.yorkpotash.co.uk

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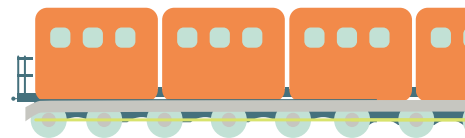
¹⁰ www.drax.com

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.

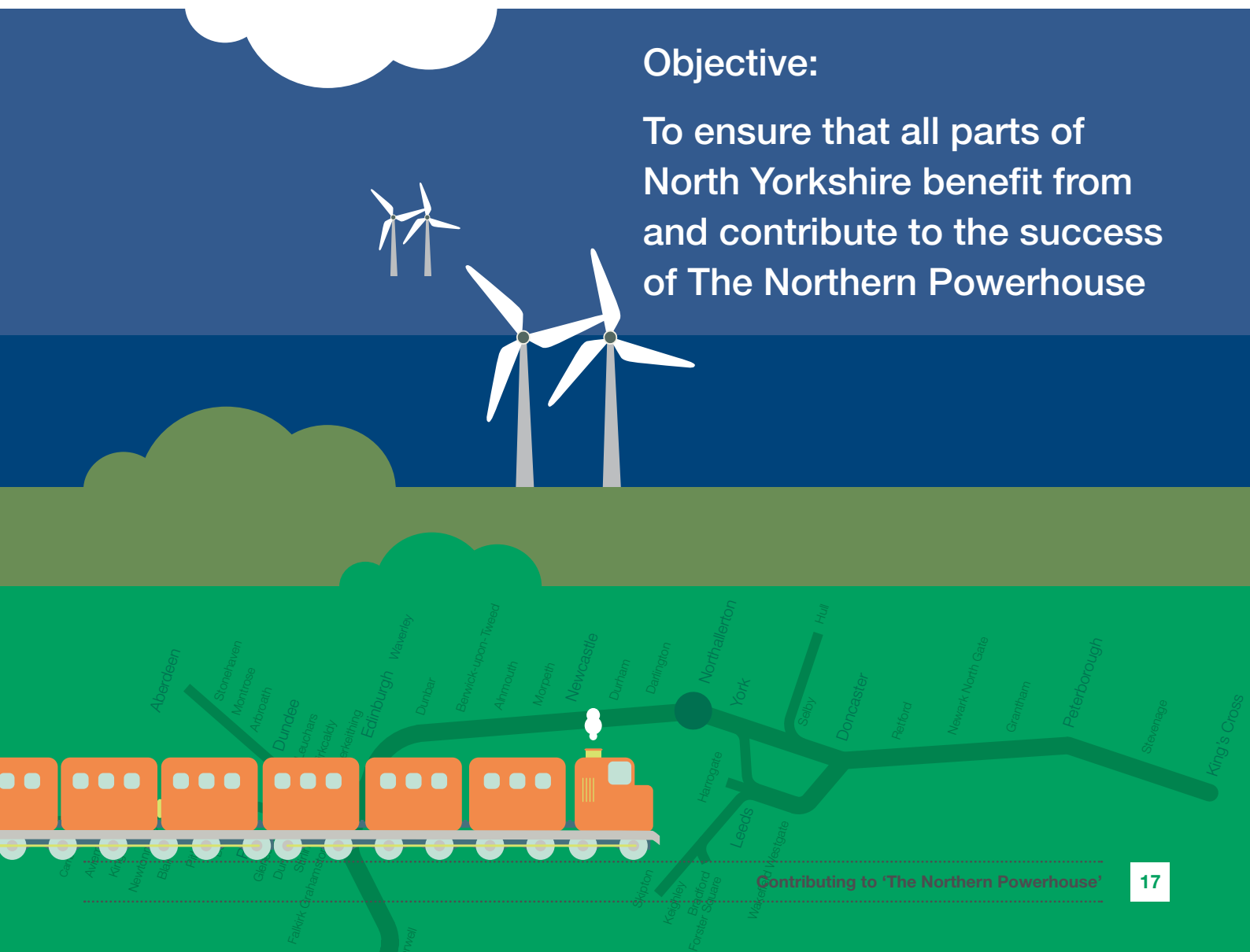
North Yorkshire isn't just 'a place in between' the City Regions it is an important and influential part of the North. Provision of the transport infrastructure necessary to support both the large scale and small scale businesses is essential to their success and to spreading this success to the wider 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/>

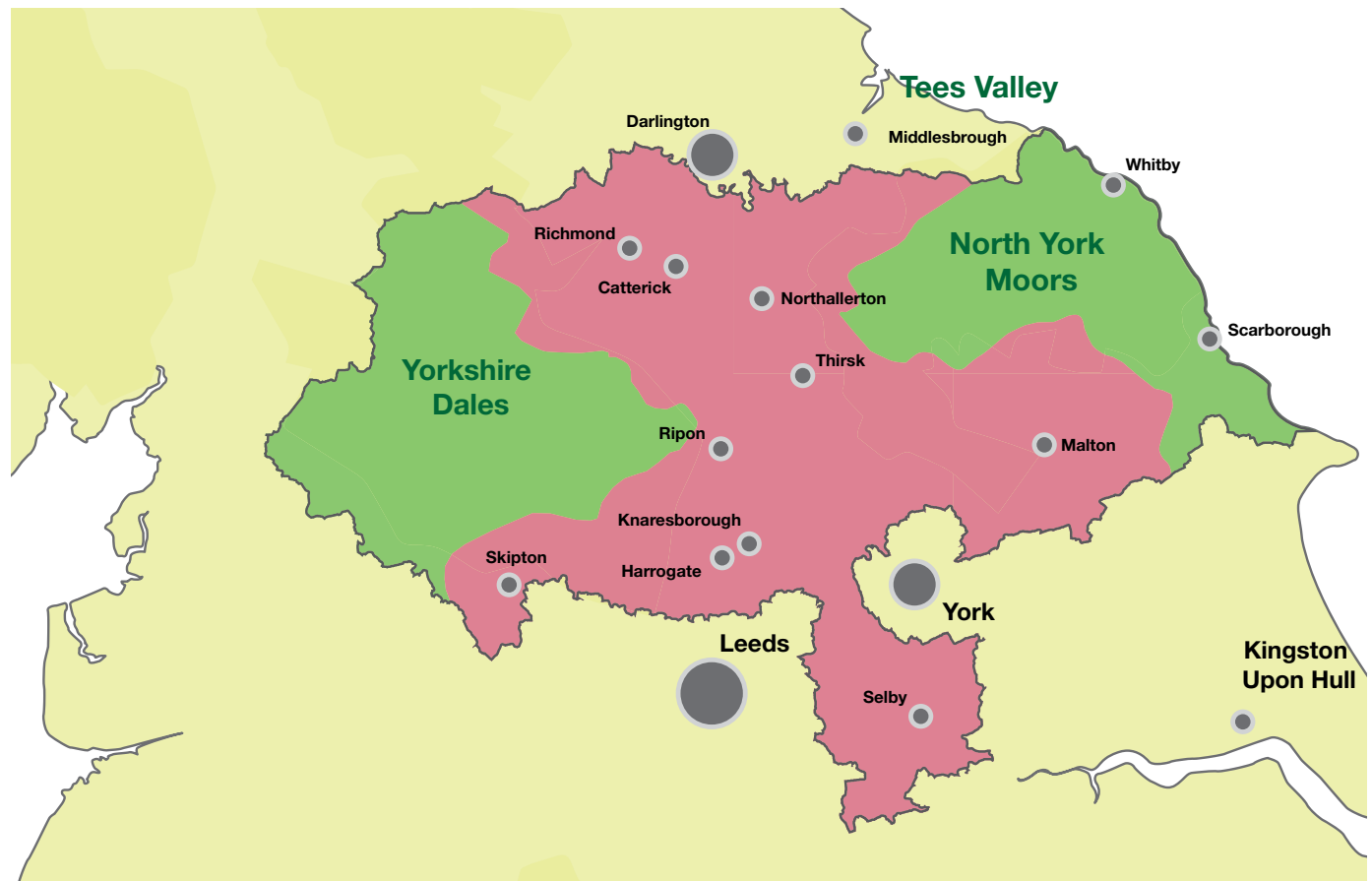
For North Yorkshire the YNY&ER SEP identified the A64 - A1237 – A59 linking Scarborough, York, the A1(M), Harrogate, Skipton and East Lancashire as the priority east – west highway corridor in North Yorkshire.

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.

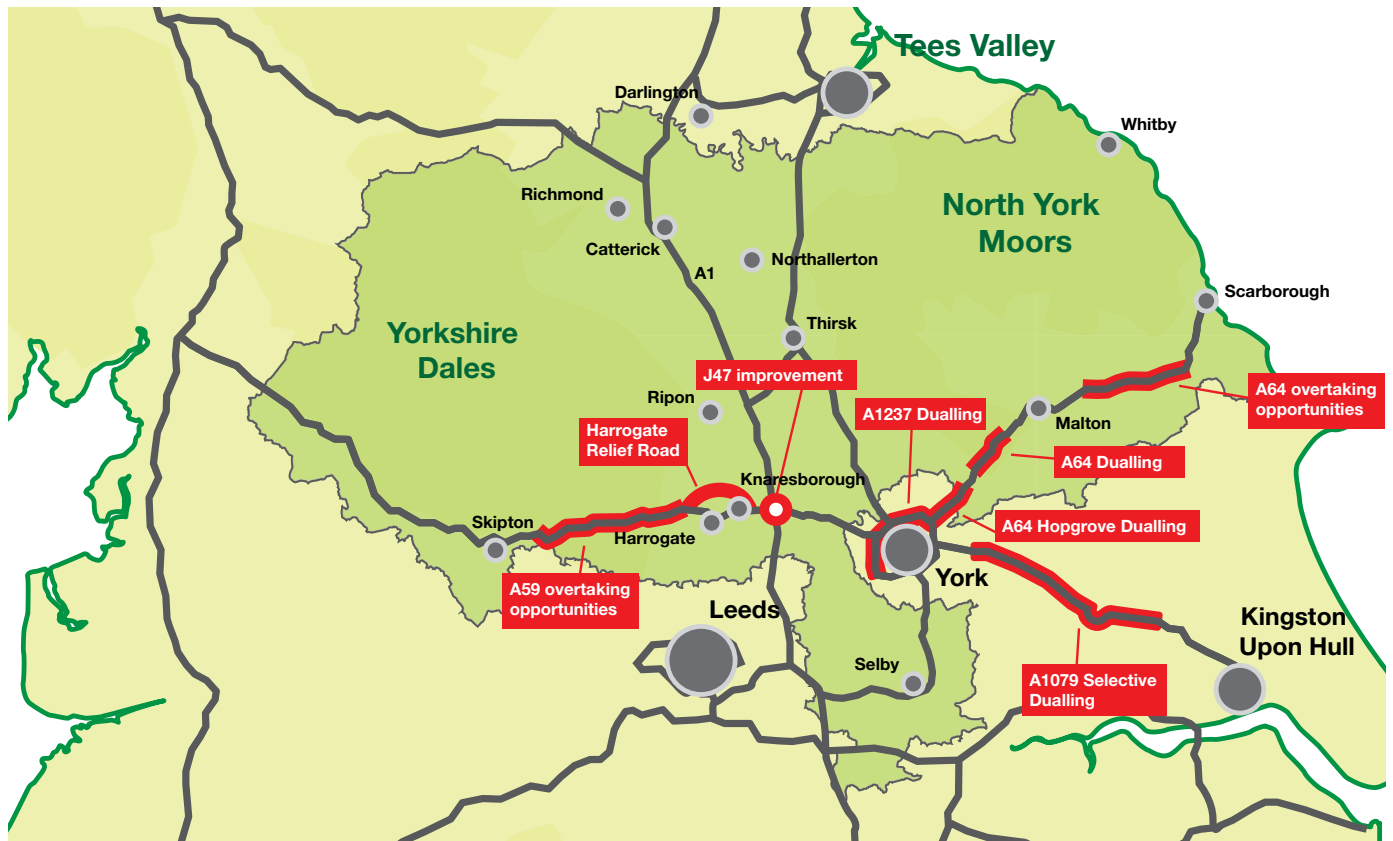
Providing resilience for the ECML to Tyneside and improving access for freight from Teesport and the Port of Tyne will ensure North Yorkshire and the North East are able to continue to grow and take advantage of the inward investment in the area.

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

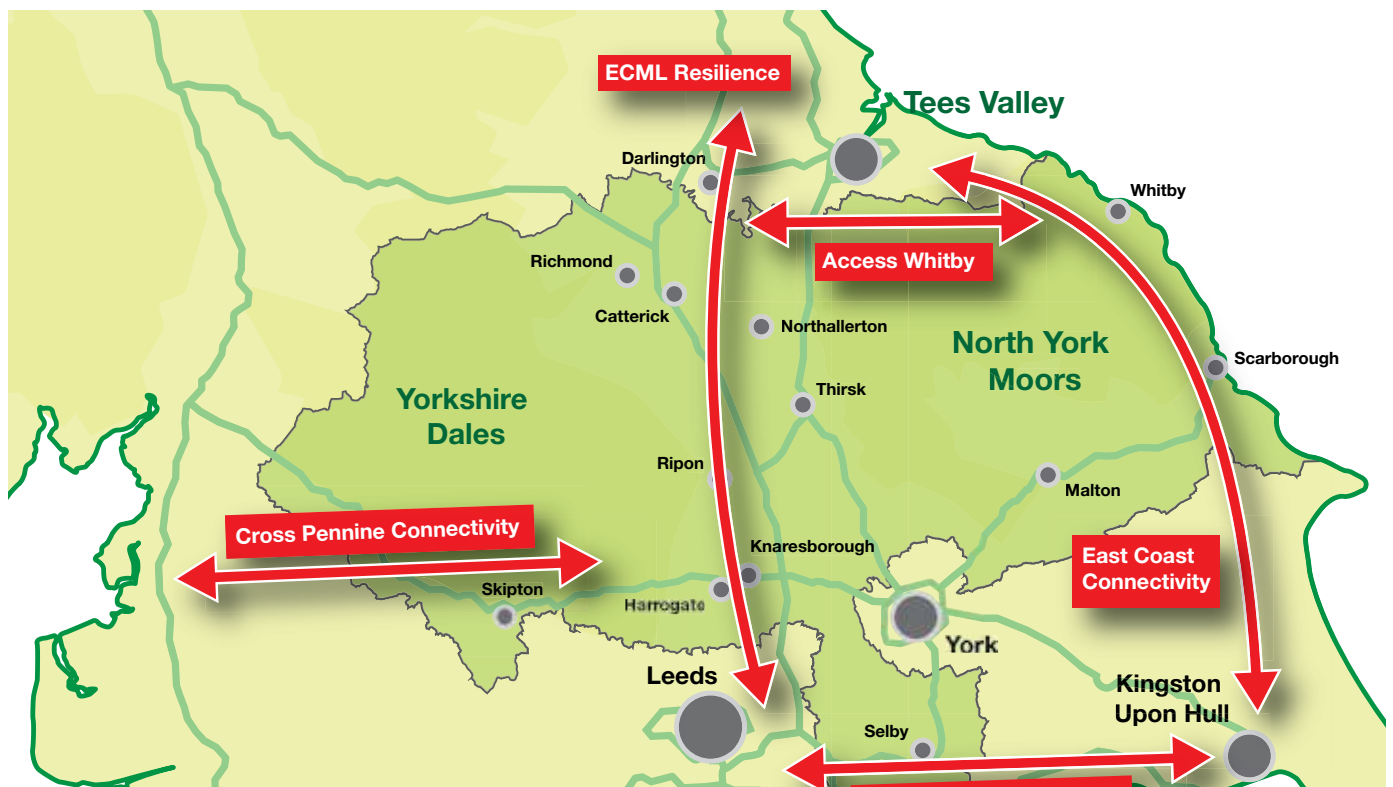
In section 4 we identified the main transport improvements we are aiming to achieve by 2030. Looking to the longer term our headline Strategic Transport Priorities are likely to remain the same, however our geographical areas of focus are likely to have moved on. At this early stage of development the 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

North Yorkshire County Council, County Hall, Northallerton, North Yorkshire, DL7 8AD


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Successful places
with homes and jobs




**A NATIONAL
AGENCY
WORKING
LOCALLY**



**Devolution and
De-centralisation**

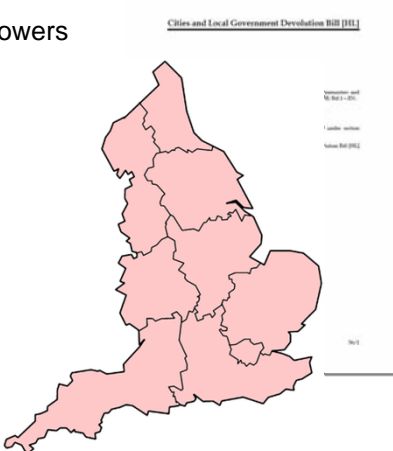
Naz Parkar
Executive Director NEYH
24 July 2015

Cities and Local Government Devolution Bill 2015



Proposes:

- Combined Authorities to have devolved powers
- Discretion with Secretary of State
- Elected Mayors for Combined Authorities
- Variation of CA boundaries
- Police and Crime Commissioners
- Finance and Budget
- Local Authority and other Public Authority functions



Summer Budget 2015



Devolution:

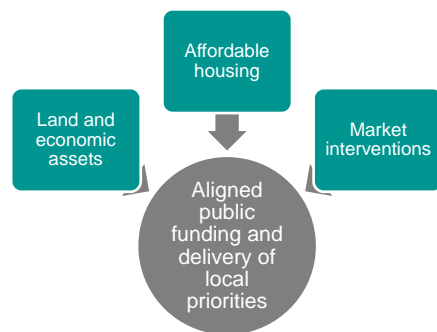
- 10 councils in Greater Manchester to gain control
- Sheffield, Liverpool, Leeds and West Yorkshire
- Osborne discussions with Cornwall – Deal now agreed
- New Enterprise Zones for smaller towns.



Working with Partners



- Strong relationships with local authorities, LEPs, RPs and government
- Investment aligned with local strategic priorities
 - Engagement with local authorities, LEPs, City Deals and Growth Deals
- Support the most effective mix of:
 - Land and assets
 - Affordable housing investment
 - Market interventions



Growth Deals

Homes & Communities Agency

HCA receipts to be recycled into a NE Investment Fund.

Re-investment of a share of recycled receipts (HCA Invista site at Wilton) into the South Bank Wharf EZ. Joint exit strategy for the Onsite portfolio

Aligning investment and focus development in priority areas to progress work around housing growth.

Key strategic sites include North Northallerton, Middle Deepdale, Catterick Garrison and Selby.

Lincolnshire Lakes is a key joint priority. Infrastructure works in Grimsby to allow development of Cartergate site.

Infrastructure to enable housing and employment opportunities at the Dearne Valley, Harworth, Markham Vale and Sheffield City Centre. SCR Joint Investment Fund.

Regions shown: North East, Tees Valley Unlimited, Leeds City Region, York and North Yorkshire, Humber, Sheffield City Region, Greater Lincolnshire, Nottingham, Nottinghamshire, Derby and Derbyshire.

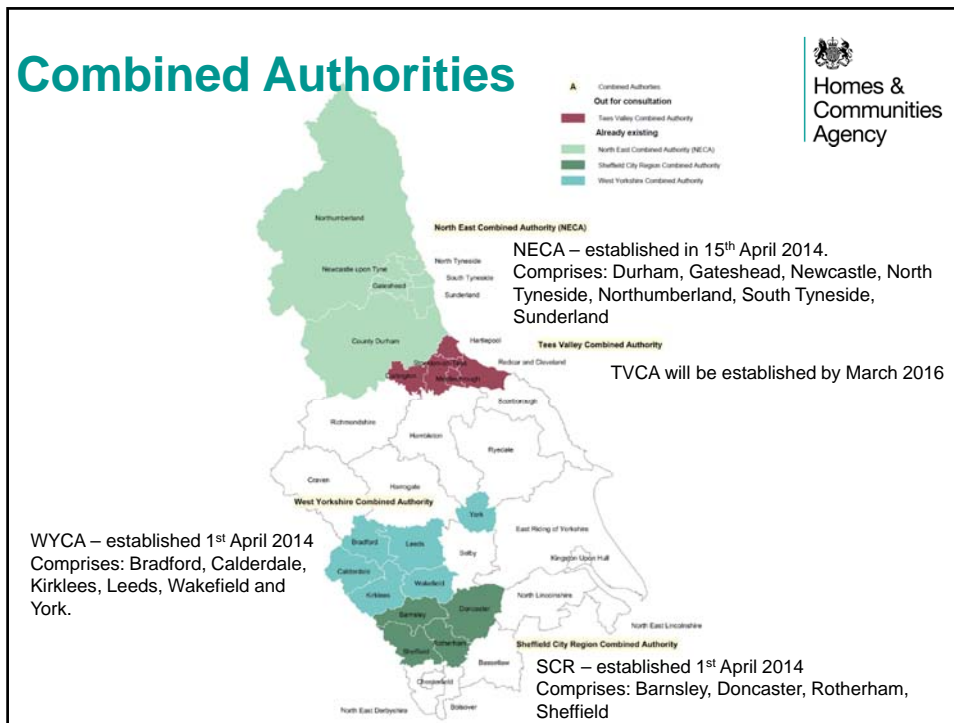
Devo-Manc/Devo-Max

Homes & Communities Agency

Combined Authority	Mayor
Business support budgets	Multi-year transport budget
Shaping Further Education provision	Regulated bus services
Tackling complex dependency	Integrated smart ticketing
Jointly commission DWP Work Prog	Strategic planning
Integration of health and social care	£300m Housing Investment Fund
	'Earn-back' - £900m over 30 years
	Police and Crime Commissioner

- Interim Mayor (Tony Lloyd) appointed 30 May 2015
- Mayor chairs GMCA cabinet as 11th member
- New Cities and Devolution Bill enables mayoral election in 2017
- But...GMCA cabinet can overrule mayor with 2/3 majority
- £300million for 15,000 homes over 10 years
- Land commission

Local Authorities: Wigan, Bolton, Bury, Rochdale, Oldham, Tameside, Stockport, Manchester, Trafford, Salford.



Sheffield and Leeds - Wave 1

Homes & Communities Agency

- Joint Assets Board
- Joint Investment Plan

Emerging Discussions



- Investment Fund
- Land Commission
- Brownfield Fund
- Share of Receipts
- Risk Sharing
- Development Corporation CPO / Planning Power

Government Expectations



- Governance and accounting officer responsibilities
- Something for something
- Capability and capacity
- Assurance frameworks
- Local Authority land
- Working to SR timescale



Any Questions?

Local Government North Yorkshire and York

24 July 2015

Appointments to Outside Bodies

Report of the Honorary Secretary

1.0 Purpose of the Report

- 1.1 To invite LGNYY to appoint Member representatives to serve on outside bodies for 2015/16.

2.0 Appointments Sought

- 2.1 LGNYY is invited to appoint representatives to serve on three outside bodies for 2015/16. The names of last year's representatives are set out in the second column of the following table:-

Outside Body	2014/15 Representative(s)
Shadow Board 2014-2020 European Structural and Investment Funds Programme Management Committee	<ol style="list-style-type: none"> 1. From the District Councils' - Cllr Derek Bastiman (Scarborough) 2. From City of York Council - Cllr Tracey Simpson-Laing 3. From NYCC - County Cllr Carl Les
Yorkshire and Humberside European Regional Development Fund Performance Management Board for North East and West Yorkshire	Cllr Derek Bastiman (Scarborough)
District Councils' representative on North Yorkshire Pension Fund Committee	<p>Cllr Jim Clark (Harrogate)</p> <p>Substitutes:-</p> <ol style="list-style-type: none"> 1. Jane Parlour (Richmondshire). <i>(Note: Jane Parlour is no longer a District Councillor)</i> 2. Vacancy

3.0 Yorkshire and Humber Strategic Migration Group

- 3.1 LGNYY is invited to appoint an elected Member to serve on Yorkshire and Humber Strategic Migration Group for 2015/16. For the last five years, LGNYY has decided not to make such an appointment to this Group. Instead Neil Irving (the

County Council's Assistant Director (Policy and Partnerships)) has attended the Group's meetings. He advises that he is happy to continue as the officer nominee and that he has an email list which he uses to pass on relevant items to colleagues in the County Council, the City of York Council, and District Councils. Neil Irving normally only attends every other meeting, which is an appropriate use of resources, and believes a Member nomination is not essential.

4.0 Recommendations

- 4.1 LGNYY is asked to appoint representatives to serve for 2015/16 on the three outside bodies to which the table at paragraph 2.1 of this report refers. *(Nominations should be submitted orally during today's meeting.)*
- 4.2 That no elected Member be appointed to Yorkshire and Humber Strategic Migration Group for 2015/16.

Richard Flinton
Honorary Secretary to Local Government North Yorkshire and York

Author of report: Ruth Gladstone (Principal Democratic Services Officer, North Yorkshire County Council). Email: Ruth.Gladstone@northyorks.gov.uk

Local Government North Yorkshire and York

24 July 2015

General Updates

Report of the Honorary Secretary

1.0 Purpose of the Report

1.1 To provide a brief update on issues which do not require a full paper.

2.0 Sub-Regional Housing Board – Report of Mary Weastell (Chief Executive, Selby District Council)

Progress report as at 13 July 2015

Enhanced two tier project title: Affordable Housing

Project Description: Working Together to Increase the Number of Affordable Housing Units

Project Lead: Colin Dales, Richmondshire District Council
Tel: 01748 901002 Email: colin.dales@richmondshire.gov.uk

2.1 Progress to date/update:

(a) The Housing Board has received a performance update for quarters 3 and 4 of 2014/15 (full year outturn) which can be summarised as follows:

- 875 new affordable homes were delivered (compared to 309 during 2013/14)
- 513 of these homes were delivered with HCA subsidy and 271 without. 347 homes were delivered via Section 106 agreements
- 169 affordable homes were delivered on Local Investment Programme sites at Aiskew, Knaresborough, Middle Deepdale and Egton
- 472 households were accepted as homeless compared to 429 during the previous year while homeless prevention interventions totalled 3,966 compared to 3,799 during the previous year
- 10,717 households accessed housing options services compared with 10,009 the previous financial year
- In terms of private sector housing interventions, 677 homes benefitted from improvements at a cost of £3.6 million, the majority of spend relating to disabled facilities grants.

Moving forward, the Housing Board has widened its performance remit to include housing supply overall – private and affordable.

(b) A review of the Rural Housing Enabler programme has previously been included in this update. The new programme is now up and running with the proposed addition of East Riding of Yorkshire.

- (c) A new York, North Yorkshire and East Riding Housing Strategy with a new set of key priorities is currently in the process of being adopted by partners – full sign up is anticipated by September.
- (d) The North Yorkshire Housing Strategy Manager post, which coordinates the work of the Housing Partnership, manages the RHE programme and acts as link officer to the work of the LEP, has been converted into a permanent post and the current post holder confirmed in the position following a competitive selection process.

2.1 Barriers to progressing the project over the next period

- (a) The main barrier continues to relate to current housing market conditions which are hindering the contribution that the planning system can make to affordable homes delivery. However, housing market conditions and associated confidence are improving and this barrier continues to lower as housing market confidence grows.
- (b) Lack of suitable land continues to be a barrier to the delivery of affordable housing although Local Authority planning frameworks are continuing to develop with a growing number receiving or anticipating Planning Inspectorate approval. This progress should ease housing land supply in the medium term. The Growth Deal makes specific reference to the need to have up to date local plans and associated land supply.
- (c) Private sector housing improvement funding ceased from 1 April 2011 as a direct result of CSR. Local Authorities still have the freedom to fund private sector housing renewal from their own funds, but current feedback from Local Authority colleagues is that this area of activity has reduced significantly with Disabled Facilities Grants being the core business.
- (d) Local opposition to housing (including affordable housing) is also hindering progress in boosting housing supply. The Housing Board has written to the Housing Minister to request that more supportive key messages come out of Government, supporting new housing and the key role it plays in boosting local economies and sustaining communities. The Chair of the Board has also met with the Housing Minister when he visited the region in July in order to reinforce this message.
- (e) Funding the infrastructure needed to bring housing sites forward is also a barrier which has, at least in part, been resolved via the allocation of Local Growth Funding. However, this is likely to be an on-going pressure as further key sites come forward.
- (f) Selby District Council has also had a further barrier raised by developers and agents within its area which relates to delays in statutory agency consultee responses to planning applications.

3.0 **Sub-Regional Spatial Planning and Transport Board – Report of Ian Stokes (Development Officer (Transport Strategy), City of York Council)**

- 3.1 It was intended to convene a Duty to Co-operate workshop, deferred from October/November 2014, early in 2015, but this was again postponed until after the local elections in May 2015. Subsequent to these elections, several authorities have a new Member representative on the Board. The inaugural meeting of the ‘shuffled’ Board date is due to take place in summer 2015 (potentially 06 August 2015) and it is

expected that there will be a substantial amount of appropriate business for the Board to conduct, much of it around the Duty to Co-operate.

4.0 Yorkshire and Humberside European Regional Development Fund Performance Management Board for North East and West Yorkshire – Report of Councillor Derek Bastiman (Scarborough Borough Council)

4.1 The programme achieved its 2014 n+2 target of £84M in year spend (cumulative total £373M). Half of this amount was claimed and paid in the final two months of 2014. The programme value at £487M is 100% legally committed. Output performance is strong, particularly in relation to key growth indicators. The value of the ERDF programme has risen by around £80M since its launch in 2008. This additional value has been successfully invested in projects supporting local economic growth. Over the past 3 years around £50 has been re-invested from funds returned to the programme and successfully reallocated to local projects. This is an extremely positive outcome for the programme and partners. The Yorkshire and Humber ERDF programme is in a stable position to manage out its final year. As the programme moves into the final months of delivery, the priorities for action are:- maintaining performance in respect of spend and outputs; managing delivery risk so as not to compromise orderly closure; and effectively managing project closure up to end 2015.

5.0 Shadow Board 2014-2020 European Structural and Investment Funds Programme Management Committee – Report of Councillor Derek Bastiman (Scarborough Borough Council)

5.1 The European Structural and Investment Funds Growth Programme is now open for business and has been launched on GOV.UK website along with a set of supporting documents. The 2014-2020 ESIF Growth Programme will provide €3.6 Billion of European Regional Development Fund, €3.5 Billion of European Social Fund including the Youth Employment Initiative, and €221 Million from the European Agricultural Fund for Rural Development. The key objectives of the Programme are based on local priorities and include:- research and innovation; supporting small and medium size enterprises; creating a low carbon economy; increasing labour market participation; promoting social inclusion; developing people's skills; supporting micro and small rural businesses; investing in small scale renewable and broadband investments; and supporting tourism activities. As outline and full applications come through in response to these calls, partners will help determine how they fit with local conditions and growth opportunities, through the ESIF Committee in each LEP area.

6.0 Recommendation

6.1 That the report be noted.

Richard Flinton

Honorary Secretary to Local Government North Yorkshire and York