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RYEDALE DISTRICT COUNCIL

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COUNCIL

Council Summons and Agenda

You are hereby summoned to attend an **Ordinary Meeting of Ryedale District Council** to be held in the **Council Chamber, Ryedale House, Malton** on **Thursday, 12 October 2017** at **6.30 pm** in the evening for the transaction of the following business:

Agenda

1 **Emergency Evacuation Procedure**

The Chairman to inform Members of the Public of the emergency evacuation procedure.

2 **Apologies for absence**

3 **Public Question Time**

4 **Minutes** (Pages 3 - 10)

To approve as a correct record the minutes of the Ordinary Meeting of Council held on 31 August 2017.

5 **Urgent Business**

To receive notice of any urgent business which the Chairman considers should be dealt with at the meeting as a matter of urgency by virtue of Section 100B(4)(b) of the Local Government Act 1972.

6 **Declarations of Interest**

Members to indicate whether they will be declaring any interests under the Code of Conduct.

Members making a declaration of interest at a meeting of a Committee or Council are required to disclose the existence and nature of that interest. This requirement is not discharged by merely declaring a personal interest without further explanation.

7 **Announcements**

To receive any announcements from the Chairman and/or the Head of Paid Service.

8 **To Receive any Questions submitted by Members Pursuant to Council Procedure Rule 10.2 (Questions on Notice at Full Council)**

9 **To consider for Approval the Recommendations in respect of the following Part 'B' Committee Items:** (Pages 11 - 152)

Overview and Scrutiny Committee - 27 July 2017

Minute 22 - Treasury Management Annual Report 2016-17 (page 11)

Minute 27 - Revised Local Code of Corporate Governance (page 25)

Policy and Resources Committee - 21 September 2017

Minute 25 - Town Centre CCTV System Upgrade and Extension: Request for Financial Support from the New Homes Bonus (page 41)

Minute 26 - Milton Rooms Redevelopment Project (page 51)

Minute 27 - Malton to Pickering Cycle Route (page 57)

Planning Committee - 11 October 2017

Minute 81 - The Ryedale Plan - Local Plan Sites Document and Policies Map (minute to follow, report at page 113)

10 **Representation on Outside Organisations**

To appoint a representative to the Yorkshire Leaders' Board.

11 **Any other business that the Chairman decides is urgent.**

Clare Slater
Chief Executive (Interim)

Council

Minutes of Proceedings

At the **Ordinary Meeting of the District Council of Ryedale** held in the **Council Chamber, Ryedale House, Malton** on **Thursday 31 August 2017**

Present

Councillors Acomb
Joy Andrews
Burr MBE
Clark
Cleary
Cowling
Cussons MBE
Duncan
Farnell
Frank
Goodrick
Hope
Ives
Jainu-Deen
Jowitt
Maud
Oxley (Chairman)
Potter
Raper
Sanderson
Elizabeth Shields
Thornton
Wainwright (Vice-Chairman)
Windress

In Attendance

Simon Copley
Janet Waggott
Anthony Winship

Minutes

28 **Apologies for absence**

Apologies for absence were received from Councillors Paul Andrews, Steve Arnold, Val Arnold, Bailey, Gardiner and Di Keal.

29 **Public Question Time**

There were no public questions.

30 **Minutes**

The minutes of the Ordinary Meeting of Council held on 6 July 2017 were presented.

Resolved

That the minutes of the Ordinary Meeting of Council held on 6 July 2017 be approved and signed by the Chairman as a correct record.

31 **Urgent Business**

There was one item of urgent business which the Chairman considered should be dealt with as a matter of urgency by virtue of Section 100B(4)(b) of the Local Government Act 1972 (as amended):

Two recommendations will be considered relating to the recruitment and selection for the permanent Chief Executive post in Minutes 27 (Future Arrangements - Job Specification) and 28 (Future Arrangements - Recruitment Process) from the meeting of the Senior Management Contracts Working Party on 29 August 2017.

The reason for urgency was to allow the recruitment process for a new Chief Executive to commence immediately.

32 **Declarations of Interest**

The following interests were declared:

Councillor Sanderson declared a personal non-pecuniary but not prejudicial interest in agenda item 10 (Police and Crime Commissioner Proposal on Future Governance of North Yorkshire Fire and Rescue Service) as the consultation had been considered by the Executive at North Yorkshire County Council.

Councillor Goodrick declared a personal non-pecuniary but not prejudicial interest in agenda item 10 (Police and Crime Commissioner Proposal on Future Governance of North Yorkshire Fire and Rescue Service) as the consultation had been considered by a scrutiny committee of North Yorkshire County Council, of which she was a member, and she had also been involved when the Executive debated it.

Councillors Burr and Duncan declared personal non-pecuniary but not prejudicial interests as members of the North Yorkshire County Council.

33 **Announcements**

The Chairman announced that he had attended the following:

- Yorkshire Day in Sheffield on 1 August, where there had been a good turnout from Ryedale civic bodies;
- Further school events;

- The British Cycling Championships at Ampleforth, where he had had the privilege of both starting and finishing the race.

Valedictory - The Chairman noted that it was Janet Waggott's last Full Council meeting as Chief Executive as she would be leaving the Council to take up a new post and, on behalf of the Council, the Chairman thanked her for her efforts and commitment over the years in the post.

34 **To Receive any Questions submitted by Members Pursuant to Council Procedure Rule 10.2 (Questions on Notice at Full Council)**

There were no questions on notice.

35 **To consider for Approval the Recommendations in respect of the following Part 'B' Committee Items:**

Policy and Resources Committee - 24 August 2017

Minute 11 - Exempt Information

A procedural motion to move into exempt was proposed by Councillor Ives and seconded by Councillor Burr.

Upon being put to the vote the motion was carried.

Resolved

That under Paragraph 1 of Part 1 of Schedule 12A of the Local Government Act 1972 (as amended), the public be excluded from the meeting for the following item as it contains information relates to an individual.

Voting Record
24 For
0 Against
0 Abstentions

Minute 12 - Options for the Interim Arrangements for the Post of Chief Executive

It was moved by Councillor Ives and seconded by Councillor Wainwright that the following recommendations of the Policy and Resources Committee be approved and adopted.

That Council be recommended to approve:

(i) That the Deputy Chief Executive be appointed as the Interim Chief Executive of Ryedale District Council and Head of Paid Service for up to 6 months, with the option to extend on a month by month basis, if

necessary, by the Senior Management Contracts Working Party sitting as the Appointments Sub-Committee;

(ii) That the reassignment of the statutory duties of Electoral Registration Officer and Returning Officer be approved, in the interim, to the following Officer:

(a) Electoral Registration Officer - Principal Specialist - Democracy

(b) Returning Officer - Principal Specialist - Democracy

Councillor Goodrick moved and Councillor Cleary seconded the following amendment:

"To return to the original recommendation by the Senior Management Contracts Working Party:

That NYCC are authorised to make the selection of the Head of Paid Service on an interim basis of up to 6 months, such a person to be employed by NYCC and seconded to RDC on a part-time basis approximately 3 days per week."

Upon being put to the vote the amendment was lost.

Recorded vote

For - Councillors Joy Andrews, Clark, Cleary, Duncan, Goodrick, Ives, Oxley, Potter, Sanderson and Thornton.

Against - Councillors Acomb, Burr, Cowling, Cussons, Frank, Hope, Jainu-Deen, Jowitt, Maud, Raper, Elizabeth Shields, Wainwright and Windress.

Abstention - Councillor Farnell.

Upon being put to the vote the motion was then carried.

Resolved

That Council approve:

(i) That the Deputy Chief Executive be appointed as the Interim Chief Executive of Ryedale District Council and Head of Paid Service for up to 6 months, with the option to extend on a month by month basis, if necessary, by the Senior Management Contracts Working Party sitting as the Appointments Sub-Committee;

(ii) That the reassignment of the statutory duties of Electoral Registration Officer and Returning Officer be approved, in the interim, to the

following Officer:

(a) Electoral Registration Officer - Principal Specialist - Democracy

(b) Returning Officer - Principal Specialist - Democracy

Recorded vote

For - Councillors Acomb, Burr, Cowling, Cussons, Frank, Hope, Jowitt, Maud, Raper, Elizabeth Shields, Wainwright and Windress.

Against - Councillors Joy Andrews, Clark, Duncan, Goodrick, Ives, Jainu-Deen, Oxley, Potter, Sanderson and Thornton.

Abstention - Councillors Cleary and Farnell.

36 **Police and Crime Commissioner Proposal on Future Governance of North Yorkshire Fire and Rescue Service**

The Chief Executive submitted a report (previously circulated) which presented the options contained within the consultation document: Working Better Together - Options to improve collaboration between Fire and Police services in North Yorkshire.

A copy of North Yorkshire Fire and Rescue Authority's counter-proposal to the PCC's business plan regarding governance of North Yorkshire Fire and Rescue Service had also been circulated.

Councillor Ives moved and Councillor Sanderson seconded the following motion:

That Ryedale District Council recommend the Representation Model.

Resolved

That Ryedale District Council recommend the Representation Model.

Voting Record
19 For
0 Against
4 Abstentions

37 **Any other business that the Chairman decides is urgent.**

There was one item of urgent business:

Recruitment and Selection for the Permanent Chief Executive Post - Minutes 27 (Future Arrangements - Job Specification) and 28 (Future

Arrangements - Recruitment Process) of the meeting of the Senior Management Contracts Working Party on 29 August 2017.

It was moved by Councillor Ives and seconded by Councillor Burr that the following recommendations of the Senior Management Contracts Working Party be approved and adopted:

That the following future arrangements be agreed for the job specification for the post of Chief Executive:

(i) Hours from a minimum of 3 days a week to a maximum of full time;

(ii) The existing job description and person specification;

(iii) A salary band of £80-95k pa, with no car allowance.

That the following arrangements be agreed for the recruitment process for the post of Chief Executive:

(i) That quotes be sought from North Yorkshire County Council and from recruitment agencies for running the process;

(ii) That if the County Council was a third or more cheaper than the recruitment agencies, they be selected to run the process, and if not a quote from an agency be accepted;

(iii) That the quotes be shared with Members of the Working Party;

(iv) That the recruitment process be started immediately and the organisation appointed be asked to distribute the suggested timetable by email/post;

(v) That the Appointments Sub-Committee meet to review the applications received and be involved in all aspects and stages of the selection process for the post of Chief Executive.

Upon being put to the vote the motion was carried.

Resolved

That the following future arrangements be agreed for the job specification for the post of Chief Executive:

(i) Hours from a minimum of 3 days a week to a maximum of full time;

(ii) The existing job description and person specification;

(iii) A salary band of £80-95k pa, with no car allowance.

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(iii) That the quotes be shared with Members of the Working Party;

(iv) That the recruitment process be started immediately and the organisation appointed be asked to distribute the suggested timetable by email/post;

(v) That the Appointments Sub-Committee meet to review the applications received and be involved in all aspects and stages of the selection process for the post of Chief Executive.

Voting Record
24 For
0 Against
0 Abstentions

There being no other business, the meeting closed at 8.12pm.

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RYEDALE DISTRICT COUNCIL

REPORT TO: **FULL COUNCIL**

DATE: **12 OCTOBER 2017**

SUBJECT: **PART 'B' REFERRALS FROM OVERVIEW AND SCRUTINY COMMITTEE ON 27 JULY 2017**

22 Treasury Management Annual Report 2016-17

Considered – Report of the Resources and Enabling Services Lead (s151).

Recommendation to Council

That Council is recommended to:
(i) Note the annual treasury management report for 2016/17; and
(ii) Approve the actual 2016/17 prudential and treasury indicators in this report

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OVERVIEW AND SCRUTINY ITEM, FOR CONSIDERATION PRIOR TO FULL COUNCIL

RYEDALE DISTRICT COUNCIL

REPORT TO:	**COUNCIL**
DATE:	**31 AUGUST 2017**
REPORT OF THE:	**RESOURCES & ENABLING SERVICES LEAD (s151) PETER JOHNSON**
TITLE OF REPORT:	**TREASURY MANAGEMENT ANNUAL REPORT 2016-17**
WARDS AFFECTED:	**ALL**

EXECUTIVE SUMMARY

1.0 PURPOSE OF REPORT

1.1 The Council is required by regulations issued under the Local Government Act 2003 to produce an annual treasury management review of activities and the actual prudential and treasury indicators for 2016/17. This report meets the requirements of both the CIPFA Code of Practice on Treasury Management (the Code) and the CIPFA Prudential Code for Capital Finance in Local Authorities (the Prudential Code).

2.0 RECOMMENDATIONS

2.1 That Council is recommended to:

(i) Note the annual treasury management report for 2016/17; and

(ii) Approve the actual 2016/17 prudential and treasury indicators in this report.

3.0 REASON FOR RECOMMENDATIONS

3.1 The Council has adopted the Code. A provision of the Code is that an annual review report must be made to the Full Council relating to the treasury activities of the previous year.

4.0 SIGNIFICANT RISKS

4.1 There are significant risks when investing public funds especially with unknown institutions. However, by the adoption of the CIPFA Code and a prudent investment strategy these are minimised. The employment of Treasury Advisors also helps reduce the risk.

5.0 POLICY CONTEXT AND CONSULTATION

5.1 The Council has adopted the CIPFA Code of Practice on Treasury Management in Local Authorities and this report complies with the requirements under this code.

5.2 The Council uses the services of Capita Treasury Services Limited to provide treasury management information and advice.

REPORT

6.0 REPORT DETAILS

6.1 During 2016/17 the minimum reporting requirements were that the full Council should receive the following reports:

- An annual treasury strategy in advance of the year (Council 23 February 2016)
- A mid year (minimum) treasury update report (Council 8 December 2016)
- An annual review following the end of the year describing the activity compared to the strategy (this report).

6.2 The regulatory environment places responsibility on members for the review and scrutiny of treasury management policy and activities. This report is therefore important in that respect, as it provides details of the outturn position for treasury activities and highlights compliance with the Council's policies previously approved by Members.

6.3 This Council also confirms that it has complied with the requirement under the Code to give prior scrutiny to all the above treasury management reports by the Overview and Scrutiny Committee before they were reported to the full Council.

6.4 This report summarises:

- Capital activity during the year;
- Impact of this activity on the Council's underlying indebtedness (the Capital Financing Requirement);
- Reporting of the required prudential and treasury indicators;
- Summary of interest rate movement in the year;
- Detailed borrowing activity;
- Detailed investment activity.

The Council's Capital Expenditure and Financing 2016/17.

6.5 The Council undertakes capital expenditure on long-term assets. These activities may either be:

- Financed immediately through the application of capital or revenue resources (capital receipts, capital grants, revenue contributions etc.), which has no resultant impact on the Council's borrowing need; or
- If insufficient financing is available or a decision is taken not to apply resources, the capital expenditure will give rise to a borrowing need.

6.6 The actual capital expenditure forms one of the required prudential indicators. The table below shows the actual capital expenditure and how this was financed.

	2016/17 Actual (£)	2015/16 Actual (£)
Total Capital Expenditure	**537,842**	**1,076,215**
Resourced by:		
Capital receipts	185,315	-
Capital grants and contributions	311,680	301,878
Capital reserves	40,847	34,054
External Borrowing	-	740,283
Total	537,842	1,076,215

The Economy and Interest rates

6.7 The two major landmark events that had a significant influence on financial markets in the 2016-17 financial year were the UK EU referendum on 23 June and the election of President Trump in the USA on 9 November. The first event had an immediate impact in terms of market expectations of when the first increase in Bank Rate would happen, pushing it back from quarter 3 2018 to quarter 4 2019. At its 4 August meeting, the Monetary Policy Committee (MPC) cut Bank Rate from 0.5% to 0.25% and the Bank of England's Inflation Report produced forecasts warning of a major shock to economic activity in the UK, which would cause economic growth to fall almost to zero in the second half of 2016.

6.8 The MPC also warned that it would be considering cutting Bank Rate again towards the end of 2016 in order to support growth. In addition, it restarted quantitative easing with purchases of £60bn of gilts and £10bn of corporate bonds, and also introduced the Term Funding Scheme whereby potentially £100bn of cheap financing was made available to banks.

6.9 In the second half of 2016, the UK economy confounded the Bank's pessimistic forecasts of August. After a disappointing quarter 1 of only +0.2% GDP growth, the three subsequent quarters of 2016 came in at +0.6%, +0.5% and +0.7% to produce an annual growth for 2016 overall, compared to 2015, of no less than 1.8%, which was very nearly the fastest rate of growth of any of the G7 countries. Needless to say, this meant that the MPC did not cut Bank Rate again after August but, since then, inflation has risen rapidly due to the effects of the sharp devaluation of sterling after the referendum.

Overall Treasury Position as at 31 March 2017

6.10 At the beginning and the end of 2016/17 the Council's treasury position was as follows (excluding finance leases):

	31 March 2017 Principal	31 March 2016 Principal
Total Debt	£1.75m	£1.75m
CFR	£1.70m	£1.73m
Over/(Under) borrowing	**£0.05m**	**£0.02m**
Total Investments	£16.01m	£11.66m
Net Debt	**-£14.26m**	**-£9.91m**

The Strategy for 2016/17

6.11 The Treasury Management Strategy for 2016/17 was approved by members at full Council on 23 February 2016.

6.12 The expectation for interest rates within the treasury management strategy for 2016/17 anticipated a low but rising Bank Rate, (starting in quarter 2 of 2016) and gradual rises in medium and longer term fixed borrowing rates during 2016/17. Variable, or short-term rates, were expected to be the cheaper form of borrowing over the period. Continued uncertainty in the aftermath of the 2008 financial crisis promoted a cautious approach, whereby investments would continue to be dominated by low counterparty risk considerations, resulting in relatively low returns compared to borrowing rates.

In this scenario, the treasury strategy was to postpone borrowing to avoid the cost of holding higher levels of investments and to reduce counterparty risk.

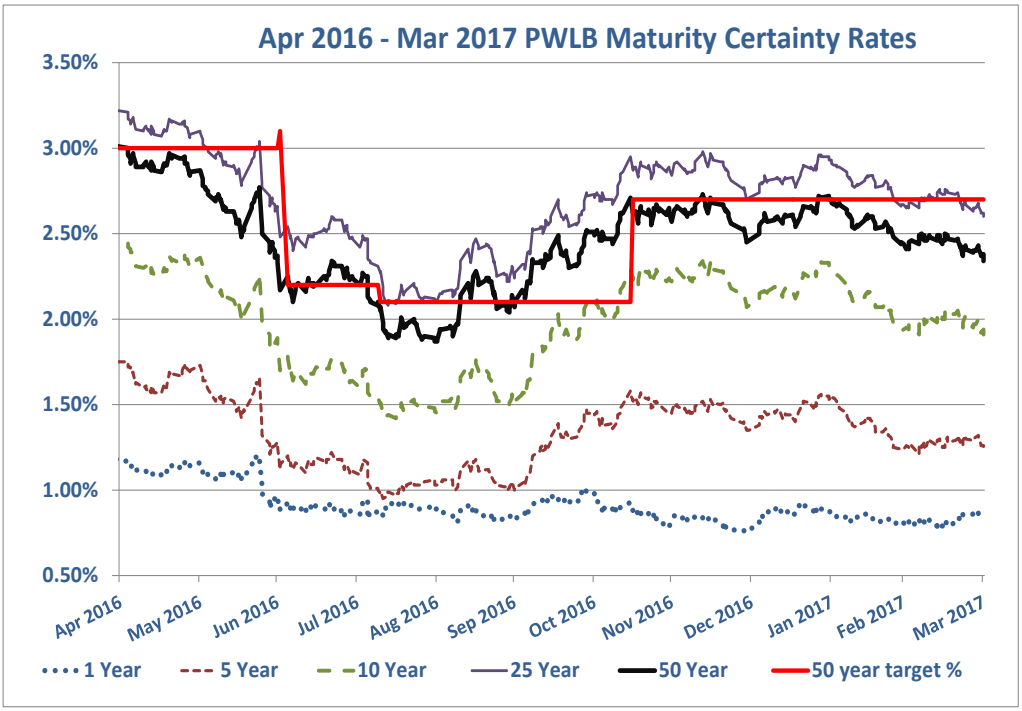
During 2016/17 there was major volatility in PWLB rates with rates falling during quarters 1 and 2 to reach historically very low levels in July and August, before rising significantly during quarter 3, and then partially easing back towards the end of the year.

The Borrowing Requirement and Debt

6.13 The Council's underlying need to borrow to finance capital expenditure is termed the Capital Financing Requirement (CFR) (excluding borrowing by finance leases).

	31 March 2016 Actual	31 March 2017 Budget	31 March 2017 Actual
Total CFR	£1.730m	£1.999	£1.695m

Borrowing Rates in 2016/17



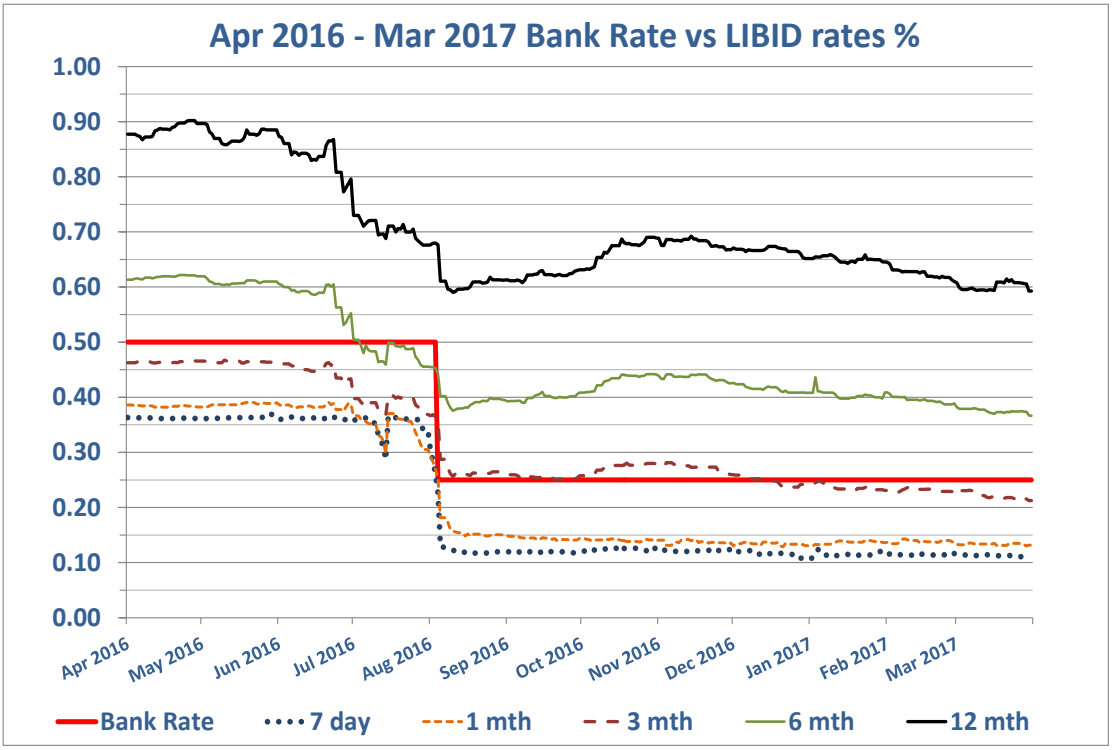
Borrowing Outturn for 2016/17

6.14 No new borrowing was undertaken during the year, the debt portfolio remains as follows:

Lender	Principal	Type	Interest Rate	Maturity
PWLB	£1.00m	Maturity	3.69%	50 years
PWLB	£0.75m	EIP	2.99%	19 years

Investment Rates in 2016/17

6.15 After the EU referendum, Bank Rate was cut from 0.5% to 0.25% on 4 August and remained at that level for the rest of the year. Market expectations as to the timing of the start of monetary tightening started the year at quarter 3 2018, but then moved back to around the end of 2019 in early August before finishing the year back at quarter 3 2018. Deposit rates continued into the start of 2016/17 at previous depressed levels but then fell during the first two quarters and fell even further after the 4 August MPC meeting resulted in a large tranche of cheap financing being made available to the banking sector by the Bank of England. Rates made a weak recovery towards the end of 2016 but then fell to fresh lows in March 2017.



Investment Outturn for 2016/17

6.16 The Council's investment policy is governed by DCLG guidance, which has been implemented in the Annual Investment Strategy approved by the Council on 23 February 2016. This policy sets out the approach for choosing investment counterparties, and is based on credit ratings provided by the three main credit rating agencies supplemented by additional market data (such as rating outlooks, credit default swaps, bank share prices etc).

6.17 The investment activity during the year conformed to the approved strategy and the Council had no liquidity difficulties.

6.18 The following table shows the result of the investment strategy undertaken by the Council and the relative performance of the internally managed funds against the 7-day LIBID uncompounded rate bench mark:

	Average Investment (£)	Gross Rate of Return	Net Rate of Return	Benchmark Return
Internally Managed:				
Temporary & On-Call Investments	£5,471,259	0.18%	n/a	n/a
Fixed Term Deposits	£1,156,650	0.61%	n/a	0.20%

6.19 **The interest received by the Council from investments in 2016/17 totalled £90k; this compares to an original estimate of £65k.**

6.20 The Council's investment position is organised by the Finance Section in order to ensure adequate liquidity for revenue and capital activities and security of investments. Procedures and controls to achieve these objectives are well established both through Member reporting detailed in the summary, and through officer activity detailed in the Treasury Management Practices. At the beginning and the end of 2016/17 the Council's investments position was as follows:

	31 March 2017 (£)	31 March 2016 (£)
Internally Managed Investments	16,072,738	11,660,000

6.21 The maturity of the investment portfolio was as follows;

	31 March 2017 (£)	31 March 2016 (£)
On-call Investments	72,738	60,000
Fixed Term Deposits:		
Repayable within 1 month	0	0
Repayable 1 month to 3 months	0	2,100,000
Repayable 3 months to 6 months	14,000,000	9,500,000
Repayable 6 months to 12 months	2,000,000	0
Repayable 12 months to 24 months	0	0
Total	16,072,738	11,660,000

6.22 Investments were placed with the following institutions:

Type of Institution	31 March 2017 (£)	31 March 2016 (£)
UK Clearing Banks	8,172,738	7,160,000
Foreign Banks	5,000,000	2,000,000
Building Societies	2,900,000	2,500,000
Local Authorities	0	0
Total	16,072,738	11,660,000

Compliance with Treasury Limits

6.23 During the financial year the Council operated within the treasury limits and Prudential Indicators set out in the Council's Treasury Management Strategy Statement (annex B).

7.0 IMPLICATIONS

7.1 The following implications have been identified:

a) Financial
The results of the investment strategy effect the funding of the capital programme.

b) Legal
There are no legal implications within this report

c) Other (Equalities, Staffing, Planning, Health & Safety, Environmental, Crime & Disorder)
There are no additional implications within this report.

Peter Johnson
Resources and Enabling Services Lead Officer (s151)

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Background Papers: None

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TREASURY MANAGEMENT ANNUAL REPORT 2016/17 - RISK MATRIX – ANNEX A

Issue/Risk	Consequences if allowed to happen	Likeli-hood	Impact	Mitigation	Mitigated Likelihood	Mitigated Impact
Credit risk - associated with investing with financial institutions that do not meet the credit rating criteria.	Could mean loss of principal sum and interest accrued.	**2**	**D**	In response to the economic climate the Council continue to adopt a more stringent credit rating methodology.	**1**	**D**
Market risk - Selection of wrong type of investment for higher return.	The poor performance of the chosen investment.	**3**	**B**	The number of investment options have been kept to a minimum within the investment strategy.	**2**	**B**
Liquidity risk - Use of fixed term deposits and / or instruments / investments with low marketability may mean a lack of liquidity	Unable to take advantage of better investment options. Funds are unavailable to cover capital spend.	**1**	**B**	The maturity profile has shortened for investments. Short and medium term cash flow management ensures funds are available when needed.	**1**	**B**

Score	Likelihood	Score	Impact
1	Very Low	A	Low
2	Not Likely	B	Minor
3	Likely	C	Medium
4	Very Likely	D	Major
5	Almost Certain	E	Disaster

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ANNEX B

PRUDENTIAL AND TREASURY INDICATORS

Prudential Indicators

	2015/16 Actual	2016/17 Original	2016/17 Actual
Capital Expenditure	**£1.076m**	**£1.295m**	**£0.538m**
Ratio of financing costs to net revenue stream	**2.11%**	**3.85%**	**2.26%**
Net borrowing requirement	**-£9.339m**	**-£7.028m**	**£13.731m**
Capital Financing Requirement as at 31 March (incl. leasea)	**£2.351m**	**£2.747m**	**£2.227m**
Annual change in Capital Financing Requirement	**£0.825m**	**£0.396m**	**-£0.124m**
Incremental impact of capital investment decisions			
Increase in council tax (band D) per annum	**N/a**	**£0.59**	**N/a**

Treasury Management Indicators

	2015/16 Actual	2016/17 Original	2016/17 Actual
Authorised Limit for external debt -			
borrowing	N/a	£10.0m	N/a
other long term liabilities	N/a	£ 1.0m	N/a
Total	N/a	£11.0m	N/a
Operational Boundary for external debt -			
borrowing	N/a	£5.0m	N/a
other long term liabilities	N/a	£0.8m	N/a
Total	N/a	£5.8m	N/a
External debt	£1.750m	£2.070m	£1.750m
Upper limit for fixed interest rate exposure			
Net principal re fixed rate investments	N/a	100%	N/a
Upper limit for variable rate exposure			
Net principal re variable rate investments	N/a	50%	N/a
Upper limit for total principal sums invested for over 364 days (per maturity date)	N/a	£1.0m	N/a

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RYEDALE DISTRICT COUNCIL

REPORT TO:	**FULL COUNCIL**
DATE:	**12 OCTOBER 2017**
SUBJECT:	**PART 'B' REFERRALS FROM OVERVIEW AND SCRUTINY COMMITTEE ON 27 JULY 2017**

27 Revised Local Code of Corporate Governance

Considered – Report of the Resources and Enabling Services Lead (s151).

Recommendation to Council

That the updated Local Code of Corporate Governance be approved.

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RYEDALE DISTRICT COUNCIL

PART B:	**RECOMMENDATIONS TO COUNCIL**
REPORT TO:	**OVERVIEW AND SCRUTINY COMMITTEE (AUDIT)**
DATE:	**27 JULY 2017**
REPORT OF THE:	**RESOURCES & ENABLING SERVICES LEAD (s151) PETER JOHNSON**
TITLE OF REPORT:	**REVISED LOCAL CODE OF CORPORATE GOVERNANCE**
WARDS AFFECTED:	**ALL**

EXECUTIVE SUMMARY

1.0 PURPOSE OF REPORT

1.1 To present the updated Local Code of Corporate Governance for review and approval.

2.0 RECOMMENDATION

2.1 Members recommend to Council approval of the updated Local Code of Corporate Governance

3.0 REASON FOR RECOMMENDATION

3.1 In 2016 CIPFA revised their framework and guidance (Delivering Good Governance in Local Government) and therefore the opportunity has been taken to review the Council's code and align it with the new guidance.

4.0 SIGNIFICANT RISKS

4.1 The Council would not comply with the requirements of the revised framework.

5.0 POLICY CONTEXT AND CONSULTATION

5.1 The Council must adopt a Code of Corporate Governance which has been produced to the standards prescribed in the best practice guidance in order to prepare the Annual Governance Statement. The best practice guidance is recognised as the CIPFA/SOLACE Framework: Delivering Good Governance in Local Government (2016).

REPORT

6.0 REPORT DETAILS

6.1 The current Code of Corporate Governance was adopted by Full Council in ??. The code was consistent with the framework and guidance published by the Chartered Institute of Public Finance and Accountancy (CIPFA) at that time.

6.2 As one would expect in a framework dealing with 'good governance' there is a lot of correlation between the content of the old CIPFA framework and the new framework. The main changes are the positioning of sustainable, social and environmental outcomes as a key focus of governance processes and structures. CIPFA consider the focus on sustainability and the links between governance and public financial management are crucial in these times of austerity and underpin the need for local authorities to focus on long term solutions. The framework is guidance to local authorities which they may adapt as they consider fit.

6.3 Under the new framework there are seven core principles (A-G) each with a number of sub-principles. Although the wording of the principles has been revised there is a lot of commonality between the sub-principles.

Local Code of Governance

6.4 The updated Local Code of Corporate Governance is based upon the CIPFA/SOLACE publication entitled "Delivering Good Governance in Local Government: Framework 2016 Edition."

6.5 The Code is based on seven core principles:

A. Behaving with integrity, demonstrating strong commitment to ethical values, and respecting the rule of law;

B. Ensuring openness and comprehensive stakeholder engagement;

C. Defining outcomes in terms of sustainable economic, social and environmental benefits;

D. Determining the interventions necessary to optimize the achievement of the intended outcomes;

E. Developing the Council's capacity, including the capability of its leadership and the individuals within it;

F. Managing risks and performance through robust internal control and strong public financial management; and

G. Implementing good practices in transparency, reporting and audit to deliver effective accountability.

6.5 The updated Local Code of Corporate Governance is attached at Appendix A.

7.0 IMPLICATIONS

7.1 The following implications have been identified:

a) Financial
None

b) Legal
None

c) Other (Equalities, Staffing, Planning, Health & Safety, Environmental, Crime & Disorder)
None

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Background Papers:
Cipfa/Solace – Delivering Good Governance in Local Government Framework 2016

Background Papers are available for inspection at:
Ryedale House
Contact Peter Johnson

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Code of Corporate Governance

RYEDALE DISTRICT COUNCIL

2017

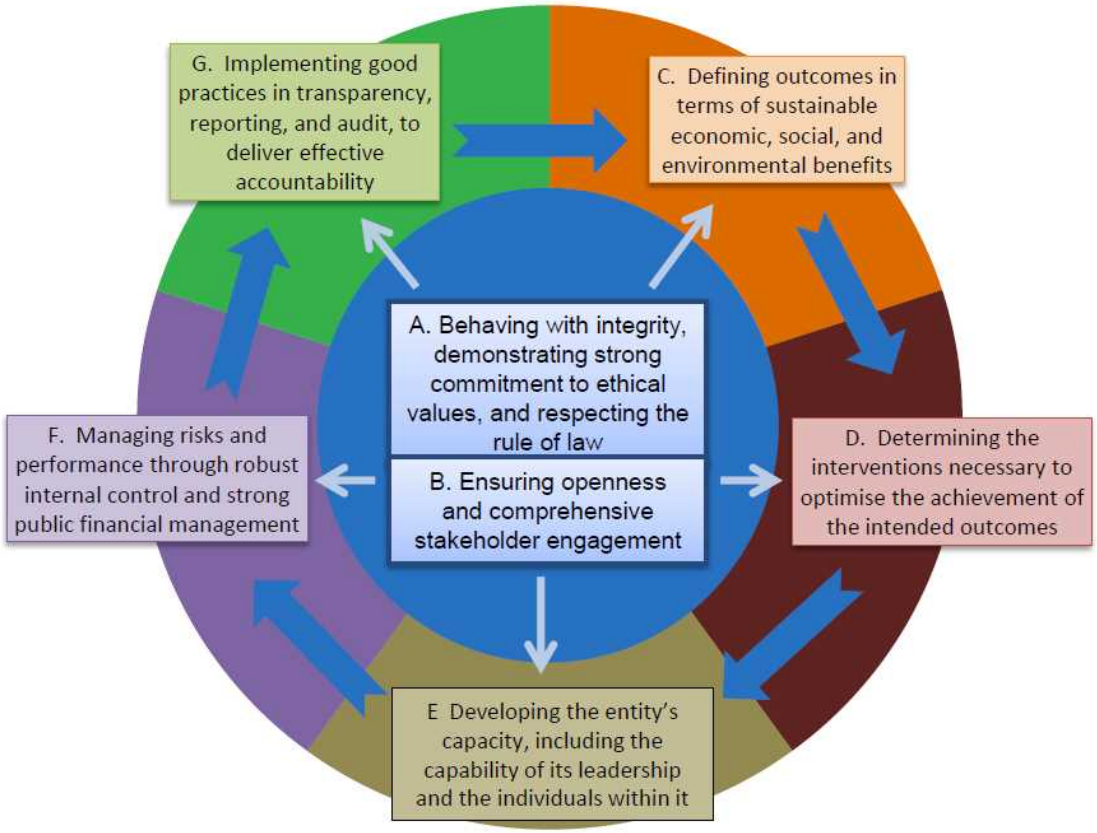
Introduction

Corporate Governance is the framework used to direct, manage and monitor an organisation to ensure it meets its aims and to enable it to relate to its external environment. It comprises the systems and processes, and cultures and values, by which such bodies are directed and controlled and through which they account to, engage with and, where appropriate, lead their communities. Good governance encourages better informed and longer-term decision making as well as the efficient use of resources, and is characterised by robust scrutiny, which places importance on improving performance and tackling corruption.

A revised framework was developed by the CIPFA/SOLACE Joint Working Group on Good Governance in Local Government in 2015 and the group's conclusions are set out in *Delivering Good Governance in Local Government Guidance Notes for English Authorities 2016.* The revised framework emphasises the importance of considering the longer term and the links between governance and public financial management - all key considerations for local authorities in today's climate.

The diagram on the right illustrates how the various principles for good governance in the public sector relate to each other.

Principles A and B permeate implementation of principles C to G. The diagram also illustrates that good governance is dynamic, and that an entity as a whole should be committed to improving governance on a continuing basis through a process of evaluation and review.



The Council strives to meet the highest level of corporate governance to help ensure it meets its objectives. Members and Senior Officers are responsible for putting in place proper arrangements for the governance of the Council's affairs and stewardship of the resources at its disposal. This Code of Corporate Governance describes what the Council will do to meet each of the key principles of good governance.

Each year the Council undertakes a review of its corporate governance arrangements, and at the end of each year produces an Annual Governance Statement which outlines the effectiveness of the Code of Governance and it's application, suggesting areas for improvement and recommendations as appropriate.

Principle A - Behaving with integrity, demonstrating strong commitment to ethical values, and respecting the rule of law

Local government organisations are accountable not only for how much they spend, but also for how they use the resources under their stewardship. This includes accountability for outputs, both positive and negative, and for the outcomes they have achieved. In addition, they have an overarching responsibility to serve the public interest in adhering to the requirements of legislation and government policies. It is essential that, as a whole, they can demonstrate the appropriateness of all their actions across all activities and have mechanisms in place to encourage and enforce adherence to ethical values and to respect the rule of law.

We will: Behave with Integrity.

We will do this by:

⇒ Ensuring Members and Officers behave with integrity and lead a culture where acting in the public interest is visibly and consistently demonstrated thereby protecting the reputation of the organisation

⇒ Ensuring Members take the lead in establishing specific operating principles or values for the organisation and its staff and that they are communicated and understood. These should build on the *Seven Principles of Public Life* (the Nolan Principles)

⇒ Leading by example and using the above standard operating principles or values as a framework for decision making and other actions

⇒ Demonstrating, communicating and embedding the standard operating principles or values through appropriate policies and processes which are reviewed on a regular basis to ensure that they are operating efficiently

We will: Demonstrate strong commitment to ethical values.

We will do this by:

⇒ Seeking to establish, monitor and maintain the organisation's ethical standards and performance

⇒ Underpinning personal behaviour with ethical values and ensuring they permeate all aspects of the organisation's culture and operation

⇒ Developing and maintaining robust policies and procedures which place emphasis on agreed ethical values

⇒ Ensuring that external providers of service on behalf of the organisation are required to act with integrity and in compliance with ethical standards expected by the organisation

We will: Respect the rule of law

We will do this by:

⇒ Ensuring Members and Officers demonstrate a strong commitment to the rule of the law as well as adhering to relevant laws and regulations

⇒ Creating the conditions to ensure that the statutory officers, other key post holders and Members, are able to fulfil their responsibilities in accordance with legislative and regulatory requirements

⇒ Striving to optimise the use of the full powers available for the benefits of its citizens, communities and other stake holders

⇒ Dealing with breaches of legal and regulatory provisions effectively

⇒ Ensuring corruption and misuse of power are dealt with effectively

Principle B - Ensuring openness and comprehensive stakeholder engagement

Local Government is run for the public good, organisations therefore should ensure openness in their activities. Clear, trusted channels of communication and consultation should be used to engage effectively with all groups of stakeholders, such as individual citizens and service users, as well as institutional stakeholders.

We will: Be Open

We will do this by:

⇒ Ensuring an open culture through demonstrating, documenting and communicating the organisation's commitment to openness

⇒ Making decisions that are open about actions, plans, resource use, forecasts, outputs and outcomes. The presumption is for openness. If that is not the case, a justification for the reason for keeping the decision confidential should be provided

⇒ Providing clear reasoning and evidence for decisions in both the public records and explanations to stakeholders and being explicit about the criteria, rationale and considerations used. In due course, ensuring that the impact and consequences of those decisions are clear

⇒ Using formal and informal consultation and engagement to determine the most appropriate and effective interventions/courses of action

We will: Engage comprehensively with institutional stakeholders

We will do this by:

⇒ Effectively engaging with institutional stakeholders to ensure that the purpose, objectives and intended outcomes are achieved successfully and sustainably

⇒ Developing formal and informal partnerships to allow for resources to be used more efficiently and outcomes achieved more effectively

⇒ Ensuring that partnerships are based on: Trust; A shared commitment to Change; A Culture that promotes and Accepts Challenge Amongst Partners; and that the added value of partnership working is explicit

We will: Engage with individual citizens and service users effectively

We will do this by:

⇒ Establishing a clear policy on the type of issues that the organisation will meaningfully consult with or involve communities, individual citizens, service users and other stakeholders to ensure that service (or other) provision is contributing towards the achievement of intended outcomes

⇒ Ensuring that communication methods are effective and that members and officers are clear about their roles with regard to community engagement

⇒ Encouraging, collecting and evaluating the views and experiences of communities, citizens, service users and organisations of different backgrounds including reference to future use

⇒ Implementing effective feedback mechanisms in order to demonstrate how views have been taken into account

⇒ Balancing feedback from more active stakeholder groups with other stakeholder groups to ensure inclusivity

⇒ Taking account of the impact on future generations of tax payers and service users

Principle C - Defining outcomes in terms of sustainable economic, social and environmental benefits

The long-term nature and impact of many of local government's responsibilities means that it should define and plan outcomes and that these should be sustainable. Decisions should further the organisation's purpose, contribute to intended benefits and outcomes and that these should be sustainable. Decisions should further the organisation's purpose, contribute to intended benefits and outcomes and remain within the limits of authority and resources. Input from all groups of stakeholders, including citizens, service users and institutional stakeholders is vital to the success of this process and in balancing competing demands when determining priorities for the finite resources available.

We will: Define Outcomes

We will do this by:

⇒ Having a clear vision, which is in an agreed formal statement of the organisation's purpose and intended outcomes containing appropriate performance indicators, which provide the basis for the organisation's overall strategy, planning and other decisions

⇒ Specifying the intended impact on, or changes for, stakeholders including individual citizens and service users. It could be immediately or over the course of a year or longer

⇒ Delivering defined outcomes on a sustainable basis within the resources that will be available

⇒ Identifying and managing risks to the achievement of outcomes

⇒ Managing service users' expectations effectively with regard to determining priorities and making the best use of the resources available

We will: Provide sustainable economic, social and environmental benefits

We will do this by:

⇒ Considering and balancing the combined economic, social and environmental impact of policies and plans when taking decisions about service provision

⇒ Taking a longer term view with regard to decision making, taking account of risk and acting transparently where there are potential conflicts between the organisation's intended outcomes and short term factors such as the political cycle or financial constraints

⇒ Determining the wider public interest associated with balancing conflicting interests between achieving the various economic, social and environmental benefits, through consultation where possible, in order to ensure appropriate trade offs

⇒ Ensuring fair access to services

Principle D - Determining the interventions necessary to optimise the achievement of the intended outcomes

Local government achieves its intended outcomes by providing a mixture of legal, regulatory and practical interventions (courses of action). Determining the right mix of these courses of action is a critically important strategic choice that the Council has to make to ensure intended outcomes are achieved. The Council needs robust decision making mechanisms to ensure that their defined outcomes can be achieved in a way that provides the best trade-off between the various types of resource inputs while still enabling effective and efficient operations. Decisions made need to be reviewed frequently to ensure that achievement of outcomes is optimised.

We will: Determine Interventions

We will do this by:

⇒ Ensuring decision makers receive objective and rigorous analysis of a variety of options indicating how intended outcomes would be achieved and associated risks. Therefore ensuring best value is achieved however services are provided

⇒ Considering feedback from citizens and service users when making decisions about service improvements or where services are no longer required in order to prioritise competing demands with limited resources available including people, skills, land and assets and bearing in mind future impacts.

We will: Optimise achievement of intended outcomes

We will do this by:

⇒ Ensuring the medium term revenue forecast integrates and balances service priorities, affordability and other resource constraints

⇒ Ensuring the budgeting process is all-inclusive, taking into account the full cost of operations over the medium and longer term

⇒ Ensuring the medium term financial strategy sets the context for ongoing decisions on significant delivery issues or responses to changes in the external environment that may arise during the budgetary period in order for outcomes to be achieved while optimising resource usage

⇒ Ensuring the achievement of 'social value' through service planning and commissioning.

We will: Plan Interventions

We will do this by:

⇒ Establishing and implementing robust planning and control cycles that cover strategic and operational plans, priorities and targets

⇒ Engaging with external and internal stakeholders in determining how services and other courses of action should be planned and delivered

⇒ Considering and monitoring risks facing each partner when working collaboratively, including shared risks

⇒ Ensuring arrangements are flexible and agile so that the mechanisms for delivering goods and services can be adapted to changing circumstances

⇒ Establishing appropriate key performance indicators (KPIs) as part of the planning process in order to identify how the performance of services and projects is to be measured

⇒ Ensuring capacity exists to generate the information required to review service quality regularly

⇒ Preparing budgets in accordance with objectives, strategies and the medium term revenue forecast

⇒ Informing medium and long term resource planning by drawing up realistic estimates of revenue and capital expenditure aimed at developing a sustainable funding strategy.

Principle E - Developing the entity's capacity, including the capability of it's leadership and the individuals within it

Local Government needs appropriate structures and leadership, as well as people with the right skills, appropriate qualifications and mindset, to operate efficiently and effectively and achieve their intended outcomes within the specified periods. A local government organisation must ensure that it has both the capacity to fulfil its own mandate and to make certain that there are policies in place to guarantee that its management has the operational capacity for the organisation as a whole. Because both individuals and the environment in which an organisation operates will change over time, there will be a continuous need to develop its capacity as well as providing training to develop the skills and experience of individual staff members. Leadership in local government is strengthened by the participation of people with many different types of backgrounds, reflecting the structure and diversity of communities

We will: Develop the entity's capacity

We will do this by:

⇒ Reviewing operations, performance and use of assets on a regular basis to ensure their continuing effectiveness

⇒ Improving resource use through appropriate application of techniques such as benchmarking and other options in order to determine how resources are allocated so that defined outcomes are achieved effectively and efficiently

⇒ Recognising the benefits of partnerships and collaborative working where added value can be achieved

⇒ Developing and maintaining an effective workforce plan to enhance the strategic allocation of resources.

We will: Develop the capability of the entity's leadership and other individuals

We will do this by:

⇒ Developing protocols to ensure that elected and appointed leaders negotiate with each other regarding their respective roles early on in the relationship and that a shared understanding of roles and objectives is maintained

⇒ Ensuring that Members and the Head of Paid Service have clearly defined and distinctive leadership roles within a structure whereby the Head of Paid Service leads in implementing strategy and managing the delivery of services and other outputs set by Members and each provides a check and a balance for each other's authority.

We will: Develop the capability of the entity's leadership and other individuals

We will do this by:

⇒ Developing the capabilities of Members and Senior Management to achieve effective leadership and to enable the organisation to respond successfully to changing legal and policy demands as well as economic, political and environmental changes and risks by:

- Ensuring Members and staff have access to appropriate induction tailored to their role and that ongoing training and development matching individual and organisational requirements is available and encouraged
- Identifying training needs to ensure Members and Senior Officers have the appropriate skills, knowledge resources and support to fulfil their roles and responsibilities and ensuring that they are able to update their knowledge on a continuing basis
- Ensuring personal, organisational and system wide development through shared learning, including lessons learned from governance weaknesses both internal and external

⇒ Ensuring that there are structures in place to encourage public participation

⇒ Taking steps to consider the leadership's own effectiveness and ensuring leaders are open to constructive feedback from peer review and inspections

⇒ Holding staff to account through regular performance reviews which take account of training or development needs

⇒ Ensuring arrangements are in place to maintain health and wellbeing of the workforce and support individuals in maintaining their own physical and mental wellbeing.

Principle F - Managing risks and performance through robust internal control and strong public financial management

Local government needs to ensure that the organisations and governance structures that it oversees have implemented, and can sustain, an effective performance management system that facilitates effective and efficient delivery of planned services. Risk management and internal control are important and integral parts of a performance management system and are crucial to the achievement of outcomes. Risk should be considered and addressed as part of all decision making activities.

A strong system of financial management is essential for the implementation of policies and the achievement of intended outcomes, as it will enforce financial discipline, strategic allocation of resources, efficient service delivery and accountability.

It is also essential that a culture and structure are in place as a key part of accountable decision making, policy making and review. A positive working culture that accepts, promotes and encourages constructive challenge is critical to successful scrutiny and successful service delivery. Importantly, this culture does not happen automatically, it requires repeated public commitment from those in authority.

We will: Manage risk

We will do this by:

⇒ Recognising that risk management is an integral part of all activities and must be considered in all aspects of decision making

⇒ Implementing robust and integrated risk management arrangements and ensuring that they are working effectively

⇒ Ensuring that responsibilities for managing individual risks are clearly allocated

We will: Have strong public financial management

We will do this by:

⇒ Ensuring financial management supports both long term achievement of outcomes and short term financial and operational performance

⇒ Ensuring well developed financial management is integrated at all levels of planning and control, including management of financial risks and controls.

Principle F - Managing risks and performance through robust internal control and strong public financial management

Continued....

We will: **Manage performance**

We will do this by:

⇒ Monitoring service delivery effectively including planning, specification, execution and independent post implementation review

⇒ Making decisions based on relevant, clear objective analysis and advice pointing out the implications and risks inherent in the organisation's financial, social and environmental position and outlook

⇒ Ensuring an effective scrutiny or oversight function is in place which encourages effective and constructive challenge and debate on policies and objectives to support balanced and effective decision making

⇒ Providing Members and Senior Management with regular reports on service delivery plans and on progress towards outcome achievement

⇒ Ensuring there is consistency between specification stages (such as budgets) and post implementation reporting (eg financial statements).

We will: **Have robust internal controls**

We will do this by:

⇒ Aligning the risk management strategy and policies on internal control with achieving objectives

⇒ Evaluating and monitoring risk management and internal control on a regular basis

⇒ Ensuring effective counter fraud and anti corruption arrangements are in place

⇒ Ensuring additional assurance on the overall adequacy and effectiveness of the framework of governance, risk management and control is provided by the internal auditor

⇒ Ensuring an audit committee which is independent of the executive and accountable to the governing body:

- Provides a further source of assurance regarding the authority's arrangements for managing risk and maintaining an effective control environment
- And its recommendations are listened to and acted upon.

We will: **Manage Data**

We will do this by:

⇒ Ensuring effective arrangements are in place for the safe collection, storage, use and sharing of data, including processes to safeguard personal data

⇒ Ensuring effective arrangements are in place and operating effectively when sharing data with other bodies

⇒ Reviewing and auditing regularly the quality and accuracy of data used in decision making and performance monitoring.

Principle G - Implementing Good Practices in transparency, reporting and audit to deliver effective accountability

Accountability is about ensuring that those making decisions and delivering services are answerable for them. Effective accountability is concerned not only with reporting on actions completed, bit also ensuring that stakeholders are able to understand and respond as the organisation plans and carries out its activities in a transparent manner. Both external and internal audit contribute to effective accountability.

We will: Implement good practice in transparency

We will do this by:

⇒ Writing and communicating reports for the public and other stakeholders in a fair, balanced and understandable style appropriate to the intended audience and ensuring that they are easy to access and interrogate

⇒ Striking a balance between providing the right amount of information to satisfy transparency demands and enhance public scrutiny whilst not being too onerous to provide and for users to understand.

We will: Implement good practices in reporting

We will do this by:

⇒ Reporting at least annually on performance, value for money and stewardship of resources

⇒ Ensuring Members and Senior Management own the results

⇒ Ensuring robust arrangements for assessing the extent to which the principles contained in this framework have been applied and publishing the results on this assessment, including an action plan for improvement and evidence to demonstrate good governance (the Annual Governance Statement)

⇒ Ensuring that this framework is applied to jointly managed or shared service organisations as appropriate

⇒ Ensuring the performance information that accompanies the financial statements is prepared on a consistent and timely basis and the statements allow for comparison with other, similar organisations.

We will: Provide assurance and effective accountability

We will do this by:

⇒ Ensuring that recommendations for corrective action made by internal and external audit are acted upon

⇒ Ensuring an effective internal audit service with direct access to Members is in place, providing assurance with regard to governance arrangements and that recommendations are acted upon

⇒ Welcoming peer challenge, reviews and inspections from regulatory bodies and implementing recommendations

⇒ Gaining assurance on risks associated with delivering services through third parties and this is evidenced in the annual governance statement

⇒ Ensuring that when working in partnership, arrangements for accountability are clear and the need for wider public accountability has been recognised and met.

RYEDALE DISTRICT COUNCIL

REPORT TO: **FULL COUNCIL**

DATE: **12 OCTOBER 2017**

SUBJECT: **PART 'B' REFERRALS FROM POLICY AND RESOURCES COMMITTEE ON 21 SEPTEMBER 2017**

25 **Town Centre CCTV System Upgrade and Extension: Request for Financial Support from the New Homes Bonus**

Considered – Report of the Resources and Enabling Services Lead (s151).

Councillor Ives moved and Councillor S Arnold seconded the following amendment:

To change the recommendation 2.1(i) and (ii) to read as follows:

2.1 Council is recommended to approve:

(i) A £22,000 grant for Ryedale Cameras in Action for the town centre CCTV system upgrade, £19,100 to be funded from the New Homes Bonus Reserve and £2,900 from the s106 relating to the provision and / or improvement to youth and / or adult sports facilities within the vicinity of the land within Norton and Malton

(ii) That RDC will not be involved in the purchase of the town centre CCTV system upgrade and will not be involved in the administration of the system or payment of invoices following the upgrade.

Upon being put to the vote the amendment was carried.

Recommendation to Council

Council is recommended to approve:

(i) A £22,000 grant for Ryedale Cameras In Action for the town centre CCTV system upgrade, £19,100 to be funded from the New Homes Bonus Reserve and £2,900 from the s106 relating to the provision and / or improvement to youth and / or adult sports facilities within the vicinity of the land within Norton and Malton.

(ii) That RDC will not be involved in the purchase or administration of the town centre CCTV system upgrade and will not be involved in the administration of the system or payment of invoices following the upgrade.

Voting record
9 For
1 Against
0 Abstentions

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RYEDALE DISTRICT COUNCIL

PART B:	**RECOMMENDATIONS TO COUNCIL**
REPORT TO:	**POLICY AND RESOURCES**
DATE:	**21 SEPTEMBER 2017**
REPORT OF THE:	**RESOURCES AND ENABLING SERVICES LEAD PETER JOHNSON**
TITLE OF REPORT:	**TOWN CENTRE CCTV SYSTEM UPGRADE AND EXTENSION: REQUEST FOR FINANCIAL SUPPORT FROM RYEDALE DISTRICT COUNCIL**
WARDS AFFECTED:	**MALTON, NORTON, PICKERING**

EXECUTIVE SUMMARY

1.0 PURPOSE OF REPORT

1.1 To outline the request for financial and operational support from Ryedale Cameras In Action (RCIA) for a town centre CCTV system upgrade in Malton and Norton, and reinstatement of CCTV coverage in Pickering. The request is for £20,000 in total; £5000 from the Community Grant scheme and £15,000 from the New Homes Bonus (NHB). Officers recommend an additional £2,000 to support the RCIA to develop new legal agreements concerning the deployment of the cameras.

1.2 That RDC Officers are not involved in the operational matters for the new town centre CCTV project.

2.0 RECOMMENDATION(S)

2.1 Council is recommended to approve:

(i) A £22,000 grant for Ryedale Cameras In Action for the town centre CCTV system upgrade, to be funded from the New Homes Bonus Reserve.

(ii) That RDC will not be involved in the purchase or administration of the town centre CCTV system upgrade project.

3.0 REASON FOR RECOMMENDATION(S)

3.1 The CCTV system upgrade and extension project provides improved CCTV coverage both geographically and temporally. It represents good value for money and delivers on Council priorities and Section 17 Crime and Disorder Act.

3.2 Town centre CCTV is not a core service of RDC and as such RDC should not have

ongoing involvement in the project. Should RDC become involved in purchase, leasing, and maintenance of the new equipment, this will have significant resource and potential VAT implications and will cause the project implementation to be delayed.

4.0 SIGNIFICANT RISKS

4.1 Risks are highlighted in Annex A Risk Matrix.

5.0 POLICY CONTEXT AND CONSULTATION

5.1 Council Plan Priorities:
Sustainable Growth:
- Promoting a strong economy with thriving businesses and supporting infrastructure.

Customers and Communities:
- Making the best use of resources to ensure maximum benefit for all customers and communities across the district, particularly the most vulnerable.
- Helping our partners to keep our communities safe and healthy
- Supporting Communities to identify their needs, plan and develop local solutions and resilience.

One Ryedale:
- Enabling services through the innovative use of IT

5.2 Safer Ryedale Partnership Action Plan: To review and update CCTV capabilities in Ryedale working with Ryedale Cameras in Action and Scarborough Borough Council.

5.3 Consultation has been carried out by RCIA with relevant authorities and with Ward Members in respect of the Community Grant Application.

REPORT

6.0 REPORT DETAILS

6.1 **Background and Context**

6.1.1 RCIA was established 20 years ago to install and manage a town centre CCTV system in Malton, Norton and Pickering. RCIA is a charitable, volunteer lead organisation with no paid members of staff. Some 14 cameras and 12 monitors have been utilised, although Pickering's 4 cameras were removed approximately 2 years ago due to budgetary requirements. The cameras are live monitored by North Yorkshire Police at Malton Police Station by front desk staff 9am to 5pm and volunteers proactively monitor the cameras on Friday and Saturday evenings. Out of these hours, the images are recorded and can be viewed if specific incidents have been reported. The equipment was originally purchased by RDC utilising Government grant aid and has been leased to RCIA. The lease agreements have now expired. The existing CCTV equipment is now outdated and not fit for purpose.

6.1.2 The purpose of town centre CCTV is to:
- Assist in the detection and prevention of crime
- Provide evidential material to assist Police investigations
- Deter those having criminal intent
- Reduce the fear of crime and give confidence to the public that they are in a secure environment
- Provide safer communities

- Reduce acts of vandalism
- Assist in the prevention and detection of antisocial behaviour
- Reduce vehicle related crime
- Assist with traffic management.

The images have proved to be of great use on a daily basis in reducing crime and fear of crime in the town centres, particularly in respect of the night time economy incidents and safety. In addition, the volunteer 'Street Angels' are only able to deploy in areas covered by CCTV. North Yorkshire Police can cite many examples of when and how both live and recorded images have been utilised to minimise harm, reduce impact of crime (both when incidents are underway and acting as a deterrent) and improve detection, arrest and prosecution rates.

6.1.3 RDC Officers currently manage and place orders for repairs, maintenance and insurance on behalf of RCIA. RCIA requested financial support from RDC in 2012 and Members awarded £49,638 from the 2012 NHB to support 2 years of revenue costs. This support ended in 2014. Since then, repairs, maintenance and insurance are procured and paid by RDC and the costs recharged to RCIA. Officer time is not recharged. RDC ceased providing administrative clerking services to RCIA in 2014 and Members chose not to appoint an RDC Member to RCIA since 2015.

6.1.4 RCIA has reviewed options for upgrading the system and, following a tendering exercise, has selected a provider. The new system will include dome style cameras, (which are less visually intrusive than traditional oblong cameras) to be located in Malton, Norton and Pickering and associated communication and transmission equipment in town centre locations. These will be managed in partnership with Scarborough Borough Council's existing CCTV monitoring unit (SBC) to live monitor the CCTV images 24 hours per day, 7 days per week. The system will also be reinstated to Pickering, with potential for other towns or locations to be included should they wish in future. The capital cost of the new system is £59,876 (excl VAT) and the annual running costs are £21,124 per annum (excl VAT). This includes the charge by SBC for their management services, electricity, insurance and a 10% p.a sinking fund to replace equipment. In the first year of operation, this totals £81,000.

6.2 **Funding**

6.2.1 RCIA has been successful in funding applications to the following public and private organisations for funding:

Organisation	Capital contribution	Annual running costs
Malton Town Council	20000	9000
Norton Town Council	10000	5000
Malton and Norton Chamber of Trade and Malton Business In Action	5897	
Pickering in Business	9000	3000
Total	44,897	17,000

6.2.2 Further and ongoing fundraising is underway for revenue costs, particularly targeting local businesses that benefit from the CCTV coverage and North Yorkshire Police, via the Police and Crime Commissioner's CCTV Working Group on which RCIA are represented.

6.2.3 As at March 2016, (last available accounts) RCIA had £17,693 in reserves. This may

be used for capital or revenue expenditure and is earmarked to ensure sustainability of the new system.

6.2.4 Working Party Recommendations

- The Resources Working Party (meeting on 7.9.17) recommended that the CCTV project should not be funded from the Community Grants budget and requested that the Grants Working Party considered the application for funding from the Section 106 budget.
- Officers consequently reviewed the impact of the proposed CCTV locations on Public Open Space areas throughout the three towns and a proposal to part fund the project from the appropriate S106 budget was presented to Grants Working Party. The grant conditions recommended were:

a) Standard Grant Conditions
b) All planning permissions, leases and CCTV Code of Practice must be in place prior to payment of grant.
c) Minutes of RCIA Executive Group to be provided to the Safer Ryedale Delivery Team on a regular basis.
d) That the RCIA constitution be reviewed within 6 months of Grant Offer.

- The Grants Working Party (meeting on 11.9.17) considered the application and it was recommended that the Section 106 Grants budget should not be utilised to fund this request and that Council be asked to consider the application utilising NHB budget.

6.3 **RDC Operational context**

6.3.1 As outlined in 6.1 above, RDC currently owns, maintains and insures the CCTV equipment, originally leasing the equipment back to RCIA. Whilst the costs of this are recharged to RCIA, the Officer time involved is not and this is significant including processing of orders and invoices through the financial management system, reconciling and billing recharges.

6.3.2 In order for RCIA to benefit from VAT exemption, thereby reducing the capital cost of the equipment, RCIA have requested that RDC purchase and own the new CCTV equipment and to lease the equipment to RCIA. As owners of the equipment, RDC would need to apply for any necessary planning permissions and negotiate leases for the equipment to be located on various properties in the town centres. Approximately 20 leases may be required. RDC would also have to procure the system through a further tendering exercise. These requirements would cause significant and ongoing impact on Officer resource and extend the timescale for project implementation by approximately 6 months. Alternatives to RDC purchasing the equipment is for the local Town Councils to purchase the equipment (also benefitting from the VAT exemption) or for RCIA to purchase the equipment directly (it is unclear whether RCIA would be able to claim VAT exemption).

6.4 As the provision of town centre CCTV is not a Council priority, it is recommended that RDC Officers are not involved in the operational matters for the new town centre CCTV project. This includes

- Placing orders for CCTV equipment for the new scheme.
- Placing orders for maintenance, repairs or insurance.
- Negotiating leases for placement of equipment on town centre properties.

6.5 Recognising that RDC has undertaken a technical and administrative support role over the lifetime of RCIA, and that RCIA is a charitable, volunteer lead organisation with no paid members of staff, it is further recommended that an additional sum of

£2,000 be awarded from the NHB to contribute towards project development costs to ensure that RCIA has the resource to put in place the necessary planning and leasing permissions prior to equipment installation.

7.0 IMPLICATIONS

7.1 The following implications have been identified:

a) Financial

The recommendation is for £22,000 to be utilised from the New Homes Bonus Reserve.

b) Legal

Should RDC procure and install the CCTV equipment, new leasing arrangements would be negotiated and agreed. For the funding, a grant agreement will be drawn up to include the conditions outlined in 6.2.4.

c) Other (Equalities, Staffing, Planning, Health & Safety, Environmental, Crime & Disorder)

The recommendation at 2.1(ii) will enable Officers to focus on core RDC business.
Support for the CCTV scheme and greater engagement with the Safer Ryedale Delivery Team is in line with S17 of the Crime and Disorder Act.

8.0 NEXT STEPS

8.1 Should the recommendation be agreed, a Grant Agreement will be drawn up including the terms and conditions outlined at 6.2.4 and the project will be monitored appropriately.

Peter Johnson
Resources and Enabling Services Lead

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TOWN CENTRE CCTV - RISK MATRIX – ANNEX A

Issue/Risk	Consequences if allowed to happen	Likeli-hood	Impact	Mitigation	Mitigated Likelihood	Mitigated Impact
RCIA unable to install upgraded equipment due to budgetary shortfall	Loss of CCTV coverage and consequential issues concerning community safety.	**4**	**D**	Financial support sought from range of sources including RDC.	**1**	**A**
RCIA unable to support ongoing revenue costs	Return on capital investment is not maximised	**4**	**C**	Financial support sought from range of sources to ensure ongoing revenue obligations are met.	**2**	**B**
RCIA in breach of Data Protection Act	Potential for financial penalties from the Information Commissioners Office	**4**	**D**	Transfer of 'Code of Practice' obligations will be compete to SBC prior to use of equipment - part of recommended grant conditions	**2**	**A**
RDC Officer resources under pressure from involvement in CCTV scheme upgrade.	RDC Core business activities will receive less priority	**4**	**C**	RDC do not procure or manage the CCTV equipment in the new project	**1**	**A**
CCTV equipment purchase by RDC would require a further tendering exercise.	CCTV equipment purchase would be delayed.	**5**	**C**	RDC do not procure or manage the CCTV equipment in the new project	**1**	**A**
Volunteers at RCIA do not have skills needed to create leases for siting equipment on properties. Significant volunteer time required for planning applications and lease negotiations.	Failure of the project to secure the necessary permissions and lease agreements. Additional cost and timescale implications.	**4**	**C**	RDC provide additional financial support to RCIA to enable legal support for negotiating and agreeing lease arrangements for equipment locations.	**2**	**B**
RICA constitution is outdated	Governance associated risks - responsibility, decision making, financial 5management etc.	**5**	**D**	Requirement for RCIA to review and update within 6 months of grant offer	**2**	**A**

TOWN CENTRE CCTV - RISK MATRIX – ANNEX A

Issue/Risk	Consequences if allowed to happen	Likeli-hood	Impact	Mitigation	Mitigated Likelihood	Mitigated Impact
RCIA is not engaged with the Safer Ryedale Delivery Team.	Inefficient deployment of resources and lack of awareness of CCTV potential	**5**	**D**	Requirement for RCIA to send their minutes to Safer Ryedale to improve engagement and joint working.	**2**	**A**

Score	Likelihood	Score	Impact
1	Very Low	A	Low
2	Not Likely	B	Minor
3	Likely	C	Medium
4	Very Likely	D	Major
5	Almost Certain	E	Disaster

RYEDALE DISTRICT COUNCIL

REPORT TO: **FULL COUNCIL**

DATE: **12 OCTOBER 2017**

SUBJECT: **PART 'B' REFERRALS FROM POLICY AND RESOURCES COMMITTEE ON 21 SEPTEMBER 2017**

26 **Milton Rooms Redevelopment Project**

Considered – Report of the Delivery and Frontline Services Lead.

Councillor Ives moved and Councillor S Arnold seconded the following amendment:

To add the words "subject to match funding being in place" so that the recommendations reads:

That the Council is recommended to approve the funds from the New Homes Bonus Reserve towards the Milton Rooms Redevelopment Project totalling £321,160, subject to match funding being in place, split as follows:

(i) A funding commitment of £171,110 towards Part 1 of the Redevelopment Project in support of the submitted Heritage Lottery Funding (HLF) Bid and,
(ii) A funding commitment of £150,050 towards Part 2 of the Redevelopment

Upon being put to the vote the amendment was carried.

Recommendation to Council

That Council is recommended to approve funds from the New Homes Bonus Reserve towards the Milton Rooms Redevelopment Project totalling £321,160, subject to match funding being in place, split as follows:

(i) A funding commitment of £171,110 towards Part 1 of the Redevelopment Project in support of the submitted Heritage Lottery Funding (HLF) Bid and,

(ii) A funding commitment of £150,050 towards Part 2 of the Redevelopment Project.

Voting Record
10 For
0 Against
0 Abstentions

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RYEDALE DISTRICT COUNCIL

PART B:	**RECOMMENDATIONS TO COUNCIL**
REPORT TO:	**POLICY AND RESOURCES COMMITTEE**
DATE:	**21 SEPTEMBER 2017**
REPORT OF THE:	**DELIVERY AND FRONTLINE SERVICE LEAD BECKIE BENNETT**
TITLE OF REPORT:	**MILTON ROOMS REDEVELOPMENT PROJECT**
WARDS AFFECTED:	**ALL**

EXECUTIVE SUMMARY

1.0 PURPOSE OF REPORT

1.1 To update Members on the Milton Rooms Development Project and to request financial support from the Council.

2.0 RECOMMENDATION

2.1 That Council is recommended to approve funds from the New Homes Bonus Reserve towards the Milton Rooms Redevelopment Project totalling £321,160 split as follows :

(i) A funding commitment of £171,110 towards Part 1 of the Redevelopment Project in support of the submitted Heritage Lottery Funding (HLF) Bid and,

(ii) A funding commitment of £150,050 towards Part 2 of the Redevelopment Project

3.0 REASON FOR RECOMMENDATIONS

3.1 In 2014 the Council resolved to support in principle the development of the Milton Rooms, accepting that the Council would be almost certain to have to make a capital financial contribution and annual revenue contribution in the future. Further that the Council would receive reports detailing any future proposals for capital or revenue support for consideration and appraisal.
[Council Minute 24, 15 May 2014 (referring to Minute 76 of P&R from 03 April 2014)]

3.2 The Milton Rooms Charitable Trust (MRCT) have been working for a number of years on developing a realistic and practical redevelopment project for the building complex. This work has progressed to a position where the latest project has the potential to attract Heritage Lottery Funding (HLF). On 7 September 2017 a funding bid was submitted to HLF and the MRCT are now seeking a financial commitment from the Council towards the redevelopment project.

4.0 SIGNIFICANT RISKS

4.1 There is a risk that the bid to HLF is unsuccessful however support from the Council is likely to have a positive impact on the outcome of the application and also other funding streams.

5.0 POLICY CONTEXT AND CONSULTATION

5.1 Sustainable Growth:

- Promoting a strong economy with thriving businesses and supporting infrastructure
- Capitalising on our culture, leisure and tourism opportunities

Customers and Communities:

- Designing all our services with the customer at the heart of everything we do
- Making the best use of resources to ensure maximum benefit for all customers and communities across the district
- Supporting communities to identify their needs, plan and develop local solutions and resilience

One Ryedale:

- Utilising assets in supporting the delivery of priorities
- Developing business opportunities for the Council

Consultation has been carried out with organisations who occupy or use the Milton Rooms.

REPORT

6.0 REPORT DETAILS

BACKGROUND SUMMARY

6.1 The Council has a long term responsibility for repairs and maintenance at the Milton Rooms with no potential to generate an income stream to cover such costs with 930 year remaining on a full repairing and insuring lease. Over the past 20 years a series of potential redevelopment projects have been explored which have been very ambitious however have never progressed beyond the feasibility stage.

REDEVELOPMENT PROJECT

6.2 The MRCT have been working on a much more realistic and practical redevelopment project which has the potential to attract funding for delivery. On 7 September 2017 a bid was submitted to the HLF and the MRCT are seeking financial commitment for the Council towards the project.

6.3 The project is to be delivered in phases as follows:

Project Stage:	Total Cost	RDC funding	Status of RDC Funding
Development	£69,625	£14,000	Approved funding 16/17
Delivery Part 1	£855,540	£171,110	To be approved Required in 2019/20
Delivery Part 2	£750,250	£150,050	To be approved Long term commitment

6.4 In addition to approved development funding the project then comprises two parts which require funding totalling £321,160. Part 1 represents specific works which meet the HLF funding criteria totalling £855,540 and the MRMC are seeking a 20% contribution towards this stage from RDC of £171,110.

6.5 Part 2 Delivery is estimated to cost a total of £750,250 and also has the potential to attract future funding however this work will be progressed after Part 1. In order to strengthen the case when approaching other funding streams the MRMC are also seeking a 20% financial contribution from RDC towards Part 2 of £150,050.

PREVIOUS COUNCIL EXPENDITURE

6.6 On 4 July 2013 the Council approved an allocation of £25,000 Major Projects Funding towards further project development at the Milton Rooms (minute 38 referring to P&R Minute 9). Additionally the MRCT has also been a commissioned delivery partner for the Creative Economy since 2015 securing investment of £10,000 (15/16) and £14,000 (16/17).

6.7 In 2010 a capital scheme for the Milton Rooms was started totalling £350,000 and the current scheme balance is £155,000. Work in progress during 2017 totals £38,000 which will leave a balance in the region of £117,000. The capital expenditure at the Milton Rooms over the past 7 years therefore totals £233,000 against a commitment of £350,000.

6.8 As part of the Overview and Scrutiny Review of the Council's Property Assets a condition survey was undertaken in May 2016 and the planned preventative maintenance costs for the Milton Rooms over the next 6 years are expected to total in the region of £200,740.

6.9 As part of the ongoing delivery of the Councils Asset Management Policy, a new planned preventative repair and maintenance programme will be produced which will result updating some of the projects within the current capital programme. It is anticipated that the long term sustainability and benefits of investing in the Milton Rooms Redevelopment Project will ultimately reduce the ongoing costs within the capital programme whilst also delivering some inevitable revenue efficiencies.

7.0 IMPLICATIONS

7.1 The following implications have been identified:

a) Financial
There is no current budget provision for the Milton Rooms Redevelopment Project therefore it is recommended the financial commitment for Part 1 and Part 2 totalling £321,160 are funded from the New Homes Bonus Reserve.

b) Legal
There are no legal implications.

c) Other (Equalities, Staffing, Planning, Health & Safety, Environmental, Crime & Disorder)
There are no other implications.

8.0 NEXT STEPS

8.1 The outcome of the bid to HLF will be known in December 2017.

Beckie Bennett
Delivery and Frontline Services Lead

Author: **Beckie Bennett, Delivery and Frontline Services Lead**
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Background Papers:
None

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RYEDALE DISTRICT COUNCIL

REPORT TO: **FULL COUNCIL**

DATE: **12 OCTOBER 2017**

SUBJECT: **PART 'B' REFERRALS FROM POLICY AND RESOURCES COMMITTEE ON 21 SEPTEMBER 2017**

27 **Malton to Pickering Cycle Route**

Considered – Report of the External Partnerships Lead.

Recommendation to Council

That Council is recommended to approve:

(i) The Council acting as applicant for Rural Development Programme for England (RDPE) funding and lead organisation for subsequent implementation;

(ii) The procurement of consultants to undertake project development up to a maximum of £75k;

(iii) Funding of up to £75k from the general reserve towards costs of project development.

Voting Record
5 For
0 Against
5 Abstentions

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RYEDALE DISTRICT COUNCIL

PART B:	**RECOMMENDATIONS TO COUNCIL**
REPORT TO:	**POLICY AND RESOURCES COMMITTEE**
DATE:	**21 SEPTEMBER 2017**
REPORT OF THE:	**EXTERNAL PARTNERSHIPS LEAD JULIAN RUDD**
TITLE OF REPORT:	**MALTON TO PICKERING CYCLE ROUTE**
WARDS AFFECTED:	**AMOTHERBY, MALTON, NORTON EAST, NORTON WEST, PICKERING EAST, PICKERING WEST**

EXECUTIVE SUMMARY

1.0 PURPOSE OF REPORT

1.1 This report sets out progress with plans for a Malton to Pickering Cycle Route and opportunities for funding and implementation.

2.0 RECOMMENDATIONS

2.1 That Council is recommended to approve:

(i) the Council acting as applicant for Rural Development Programme for England (RDPE) funding and lead organisation for subsequent implementation

(ii) the procurement of consultants to undertake project development up to a maximum of £75k

(iii) to approve funding of up to £75k from the general reserve towards costs of project development

3.0 REASON FOR RECOMMENDATIONS

3.1 The council has the opportunity to bid for external funding of £700k towards the development of a key element of local infrastructure that will benefit the District's tourism economy, local residents and local businesses, in return for an up-front investment by the Council of up to a maximum of £75k towards project development costs.

3.2 In order to maximise the chances of a successful application for RDPE Tourism

Infrastructure funding it will be essential to proceed with procurement and appointment of consultants to undertake project development as quickly as possible.

4.0 SIGNIFICANT RISKS

4.1 Should Members approve the above recommendations the Council would be committing funding towards project development work 'at risk' with no guarantee that the funding application, set out later in this report, will be successful.

4.2 Should the RDPE application be successful, the Council would be responsible for:
a) ensuring full compliance with all funding conditions and requirements. Failure to comply fully could lead to a requirement to repay grant funding.
b) any increases in project costs.

5.0 POLICY CONTEXT AND CONSULTATION

5.1 The proposed project contributes directly to delivery of the following Council Priorities:

- Sustainable Growth - in particular "Promoting a strong economy with thriving business and supporting infrastructure" and "Capitalising on our culture, leisure and tourism opportunities"

- Customers and Communities - "helping our partners to keep our communities safe and healthy" and "supporting communities to identify their needs, plan and develop local solutions and resilience"

5.2 It also contributes to the Ryedale Economic Action Plan 2016 - 2020 Priority 5 - Connected Economy under the Priority Project "Enhanced communication links including cycle, high speed broadband and mobile phone connectivity"

5.3 Consultation on the draft Feasibility Report was undertaken in May 2015 with Ward Members, County Councillors and Parish Councils representing those areas through which the proposed cycle route passes, as well as with the Local Access Forum. Consultation responses have been considered and incorporated into revised proposals where appropriate.

REPORT

6.0 REPORT DETAILS

6.1 Background and Current Opportunity

6.1 During 2014 Members approved funding of £3,000 from the Ryedale Development Fund - Major Projects allocation towards production of a Feasibility Study for a proposed Malton to Pickering Cycle Route. Sustrans were appointed to undertake this study and, after detailed consultation with NYCC Highways, a Final Report was signed off in March 2017.

6.2 The report includes an outline route alignment, outline cost estimate for constructing the route, sets out some options for potential onward route links and details some of

the economic benefits of investing in cycling infrastructure (See Annex 2).

6.3 The report suggests a Total Cost of over £1m for constructing the route as a whole (inc. fees, legal agreements, automatic monitoring counters). This has now been reduced to approximately £700k as a result of a review of specification and costs for off-road sections. These sections are now proposed to be constructed of high quality crushed stone, which is cheaper, more acceptable to equestrian users, and simpler to maintain. The revised specification was agreed in consultation with the NYCC Public Rights of Way officer and Sustrans.

6.4 It was anticipated that a significant element of external funding would be required in order to deliver the project so officers have continued to review potential funding opportunities and in July 2017 submitted an Expression of Interest for funding of £694,500 towards Rural Tourism Infrastructure projects under the RDPE Growth Programme

6.5 The Expression of Interest was successful and the Council has been invited to submit a Full Application. This offers perhaps the best opportunity to secure capital funding to deliver such a scheme that is likely to become available in the foreseeable future. Full applications are in competition with other applications for a limited RDPE allocation and the sooner the application is submitted the more chance it has of success.

6.6 Before a full application can be completed and submitted the following matters need to be finalised:

- identify the lead organisation/applicant for funding
- detailed designs and cost estimates to be completed
- confirm whether any planning is required & secure if required*

[* The majority of work will take place within the public highway and will class as highways works and therefore not require planning consent - however, a small bridge is required over Costa Beck at Kirby Misperton. Depending on the precise alignment/construction of this element planning consent may or may not be required and this will be confirmed during the project development phase]

Proposed benefits

6.7 The primary purpose of the RDPE funding opportunity is to support Tourism Infrastructure - as such this is the primary benefit as set out in the funding application. Provision of the cycle route will provide links between the Towns of Malton and Pickering with several major tourism destinations, accommodation and service providers. Annex 1 includes extracts from the Expression of Interest which provides further detail.

6.8 The proposed project would result in the following benefits:

- Economic benefits - based on a pro-rate assessment of the national annual economic benefit of the existing National Cycle Network (see Sustrans' report detailed under Background Papers) the annual economic benefit that the proposed project could result in is estimated to be
    - £500k per year contribution to the economy
    - up to 12 jobs supported

- Congestion / Air Quality benefits - providing improved opportunities for leisure

and commuter cycling will encourage increased numbers of people to adopt non-motorised forms of transport for local journeys (e.g. between Norton/Malton and Eden Park business park / Food Enterprise Zone or between Pickering and the Ryedale Exhibition and Leisure Village at Pickering Showground) with positive impacts upon congestion and air quality in and around the towns.

- Increased activity levels and therefore improved health for local residents and visitors alike.

Outline Costs of Project Delivery

6.9 All cost estimates outlined in this report (including the costs for project development work) are ***outline costs only*** at this stage based on a review of the costs included in Sustrans' Feasibility Study and will be refined during detailed project development work.

6.10 Approximate outline costs for delivery of the project are estimated to be in the order of £700k (including works costs, signage, automatic usage counters, consultant's fees, permissions and consents).

6.11 Some costs are not eligible for RDPE grant funding, including those of any permissions (including planning or other consents), contingency costs and any revenue costs (such as on-going costs of monitoring automatic usage counters).

6.12 Any costs incurred before a funding offer letter is received are also ineligible. Initial project development costs (detailed designs, cost estimates, planning consents) therefore need to be treated as 'sunk costs' and will not be recouped. It is expected that such ineligible costs will total approximately £75k.

6.13 In order to proceed with the full application for RDPE funding the applicant (or the applicant and other partner organisations) must commit to cover these costs up front costs.

Options for Lead Delivery Organisation:

6.14 The following options for lead delivery organisation have been considered as set out in more detail below:

i) North Yorkshire County Council
ii) Ryedale Cycle Forum
iii) An external Delivery Organisation
iv) Ryedale District Council

North Yorkshire County Council Highways

6.15 Most, if not all, of the proposed route follows the County Council's Highways or Public Rights of Way network and as such the County Council would seem to be the most natural lead partner for the project. Officers have investigated this option with colleagues at the County Council's Highways department, who have indicated that they do not have the capacity to take a lead role on delivery of this scheme but are willing to offer support to deliver the project. Discussions are on-going to establish what level of support the County Council might be able to provide and Members will be updated on progress at Committee.

Ryedale Cycle Forum

6.16 Ryedale Cycle Forum are an important partner in the development of the cycle route, however, they are an un-constituted organisation and as such are not eligible to apply for RDPE funding themselves and so are not in a position to deliver the project. Initial approaches to constituted community / voluntary organisations have been made to establish whether they would be willing to act as accountable body for the Ryedale Cycle Forum but without success.

An external delivery organisation (e.g. Sustrans)

6.17 Sustrans is a UK charity with a remit to help develop solutions for sustainable transport, including the design and development of new cycle routes. The project would therefore fit with Sustrans' remit however, for Sustrans to be able to lead on this project they would need to be able to reclaim their internal project management costs. Unfortunately the Rural Payments Agency have confirmed that such internal project management costs are not eligible for funding. For Sustrans to be the lead partner, it is expected that an organisation such as Ryedale District Council (or a combination or RDC and NYCC) would need to underwrite Sustrans' internal project development costs plus any consultant costs incurred in project development prior to submission of the full application. Sustrans have been approached to establish whether they would be willing to undertake this role and are considering this internally. Officers are not aware of other external organisations that are likely to be willing to take a lead role in project delivery. Members will be updated on progress at Committee.

Ryedale District Council

6.18 Given the County Council's lack of capacity to take the lead role in project delivery, this would be the simplest alternative option, however, it does expose the Council to:

- upto £75k of irrecoverable up-front development costs (these would need to be committed before knowing whether the full application will be successful)
- approximately £7.5k for on-going monitoring of automatic counters (these would only be committed if the project proceeds and would be picked up as part of the budget setting process)
- procurement and management of consultants to complete project development work
- significant staff resource commitment to work up the full application (this can be mitigated with input from Ryedale Cycle Forum) and to procure and manage consultants
- risks of:
    - increased capital costs
    - clawback of grant in the event of failure to comply with grant conditions

6.19 Once detailed designs have been completed and tender prices obtained, the risk of cost overruns can be minimised and managed through cost control during the contract stage to ensure that works do not exceed the funding available.

6.20 The risk of failure to comply with grant conditions is low given that Council officers are used to dealing with complying with external funding conditions.

6.21 Given the uncertainty regarding the options set out above, this currently represents the most realistic delivery option.

6.22 Should NYCC be willing to contribute an amount to project development costs, this would decrease the maximum amount of irrecoverable cost that the Council is

exposed to.

Future Maintenance

6.23 The on-highways elements of the route will be maintained as part of the public highway by NYCC Highways. The off-road elements are all on existing public bridleways and will therefore continue to be maintained to an appropriate level for bridleway use.

7.0 IMPLICATIONS

7.1 The following implications have been identified:

a) Financial

- The Council would be committing to cover the irrecoverable up-front project development costs plus costs of monitoring of automatic counters should the scheme go ahead – (less any contribution that NYCC may agree to contribute)

b) Legal

- The Council would need to comply with all grant conditions as set out in the any Grant Offer letter / funding contract.

- RDC would not take on any additional long term maintenance liability for the proposed cycle route - maintenance would continue to be the responsibility of NYCC

c) Other (Equalities, Staffing, Planning, Health & Safety, Environmental, Crime & Disorder)

- Delivery of the project would have a positive effect:
  i. on equality by making more of the proposed route suitable and accessible for those with disabilities
  ii. on the environment by encouraging use of non-motorised modes of transport for tourism, leisure and commuting

8.0 NEXT STEPS

8.1 Should Members approve the recommendations set out in this report the next steps, and estimated timescales for completion, would be:

Task	**Complete By:**
Council Approval of development funding	Oct 2017
Procure and appoint consultants	Nov 2017
Complete Designs & Cost estimates	Jan 2018
Complete & Submit Full Application	Feb 2018
Decision on Full Application	May 2018
Prepare tender documents	May 2018
Tenders obtained for construction works	June 2018
Start on Site	Aug 2018
Project Complete	Jan 2018

8.2 A further report will be submitted to Members should the Full Application be successful in order to provide an update on estimated costs and to seek delegated approval to appoint contractors following receipt of tenders.

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External Partnerships Lead

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Background Papers:
"Cycle tourism boosts economy" - Sustrans research web article, 18 Aug 2015

Background Papers are available for inspection at:
http://www.sustrans.org.uk/news/cycle-tourism-boosts-economy

Annex 1 - Extracts from RDPE Tourism Infrastructure Expression of Interest

Project Description
This project will create a new National Cycle Network (NCN) route, linking the Market Towns of Malton ("Yorkshire's Food Capital") and Pickering ("gateway to the Moors"), connecting numerous tourism attractions, businesses, accommodation, hospitality and service providers, providing links to key public transport networks in Malton and encouraging sustainable tourism.

Aims and Objectives
Project aims to:
• grow Ryedale's cycle tourism sector (& beyond into National Park & Yorkshire Coast)
• build upon destination's strengths (National Park, Dalby Forest, strong 'outdoor' focus)
• broaden area's visitor offer
• benefit wider tourism sector - increased spend via accommodation, attractions, service & associated sectors

Project objectives to:
• develop new cycle infrastructure to cater for growing interest in cycle tourism
• improve cycle linkages between destinations, accommodation & attractions
• fill 'missing link' between Yorkshire Wolds Cycle Route (NCN 166) & routes into/through North York Moors, and East Coast Cycle Route (NCN 1)
• generate opportunities for sustainable cycle tourism via public transport

Need and Demand
Studies have found:
- "cycling is experiencing an upward trend, which is expected to both continue and increase" (The value of Cycle Tourism (opportunities for the Scottish Economy), June 2013)
- "Latent demand for cycling could amount to around £516m of untapped potential for the UK", (The British Cycling Economy, LSE, 2011)

The project seeks to unlock this latent demand & growth potential, to cater for increased participation in cycling, following legacy & successes of Olympic & Tour de France, the Yorkshire-based 2014 TdF Grand Depart and the Tour de Yorkshire.

The project directly contributes towards a new market opportunity identified within the RDPE-funded Ryedale Market Towns Promotion (RMTP) project (Ref 101474) - "Walking and cycling opportunities around and between the towns to be exploited". The project will benefit from the RMTP project's coordinated approach to promotion of Ryedale's Market Towns and synergies between projects will create added value for both. Ryedale and the North York Moors National Park are popular destinations for those with an interest in outdoor activities. The Howardian Hills AONB and the National Park provide wonderful opportunities to experience beautiful countryside on quiet country roads. Dalby Forest has developed an enviable reputation for mountain biking. However, formal provision for non-mountain bike cycling (whether off-road or on recognised routes on quiet country roads) is fragmented. This route fills a 'missing link' between Yorkshire Wolds Cycle Route (NCN 166) to the south and cycle routes into/through the National Park, linking with the east coast route (NCN 1). Providing a link between Malton and Pickering enables cycle tourists visiting by train to have a choice of NCN routes: south to the Yorkshire Wolds or north to the North York Moors, North Yorkshire Moors Railway, Dalby Forest etc., making Malton a hub for sustainable cycle tourism.

The cycle route will link up many of the District's major destinations / attractions including: Malton ("Yorkshire's Food Capital"); Pickering ("Gateway to the Moors"); Flamingoland; Pickering exhibition and leisure village; Black Bull Caravan Park; North Yorkshire Moors Railway; Pickering Castle; Dalby Forest (via Moors to Sea Cycle Network) - a hub for cycle-based activity; plus various museums & cultural venues.

The route will cater for a broad range of users:

- visitors with a general interest in outdoor activities/cycling - may hire bikes for one or more days to explore the area and visit nearby attractions;
- cycling enthusiast visitors - may bring their own bikes and be keen to spend more time exploring the area, travelling further afield and visiting attractions by bike;
- 'hard-core' cyclists - who are interested in cycling long-distance routes - including both domestic and international markets (e.g. via Hull - Rotterdam North Sea Ferries route - work to promote the area to cycle tourists already commenced at the Fietswandelbeurs tourist trade event in Utrecht by Visit Hull and East Yorkshire)

Annex 2 - Sustrans' Malton to Pickering Cycle Route Feasibility Study Report

Malton - Pickering Cycle Route Proposal

March 2017

Prepared for Ryedale District Council in Partnership with North Yorkshire County Council

RYEDALE DISTRICT COUNCIL

sustrans JOIN THE MOVEMENT

North Yorkshire County Council

Cover Photo: Malton Market Square © The Fitzwilliam Malton Estate Top of Market Place, Pickering © Sustrans

About Sustrans

Sustrans makes smarter travel choices possible, desirable and inevitable. We're a leading UK charity enabling people to travel by foot, bike or public transport for more of the journeys we make every day. We work with families, communities, policy-makers and partner organisations so that people are able to choose healthier, cleaner and cheaper journeys, with better places and spaces to move through and live in.

It's time we all began making smarter travel choices. Make your move and support Sustrans today. www.sustrans.org.uk

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Appendix D: Drawings T116-YH-DR-01 to 06 38

1. Introduction

1.1. A safe and attractive cycle route linking Malton and Pickering has long been an aspiration of the local communities. This obvious missing link was picked up by the Raising Cycling in Ryedale group (now Ryedale Cycle Forum) with Ryedale District Council commissioning Sustrans, a leading UK charity enabling people to travel by foot, bike or public transport for more of the journeys we make, to come up with a proposal for developing a cycle route between the two market towns that could become part of the National Cycle Network. All documents and consultations were undertaken in partnership with North Yorkshire County Council.

How the new route extends the current National Cycle Network into Ryedale and North Yorkshire

1.2. Malton lies at the north-western edge of the Yorkshire Wolds, while across the low-lying and flat Vale of Pickering is Pickering itself, a popular gateway to the North York Moors National Park. There are ideas for onward routes from Pickering into the National Park and onwards towards Scarborough and Whitby (discussed at the end of this report) that, if developed could make Malton and Pickering an important hub for cycle access to the Yorkshire Wolds, moors and coast.

1.3. One of the principal reasons for developing the route is to help people make every day journeys by bike. This may be to work, school, shops, the train station and other local amenities. An increase in cycling can bring many benefits including health, financial, environmental and easing congestion. A copy of the 'Usage and Benefits of the National Cycle Network in 2013' is included in the appendix. Below are some of the realistic cycling journeys the proposed route accommodates for.

- South side of Norton to Showfield Lane Industrial Estate, Malton – 2.0 miles
- Malton Train Station to Eden Camp - 2.2 miles
- Kirby Misperton and Flamingo Land to Pickering – 3.7 miles

- Malton Train Station to Kirby Misperton and Flamingo Land – 7.7 miles
- Malton Train Station to Pickering – 11.4 miles

1.4. The route between Malton and Pickering identified in this report follows an alignment that experienced cyclists could already use. For a few thousand pounds it could be signposted and publicised as the cycle route between Malton and Pickering. However it would not be seen as an attractive cycling route, especially for younger families and less confident cyclists due to poor surfacing, unsuitable roads and hazardous junctions. This report makes recommendations on how the route could be brought up to a standard suitable for these user groups and a route that could become part of the National Cycle Network.

1.5. In some instances costs could be lowered by upgrading existing tracks to a lower standard, but this would add to ongoing maintenance costs and from experience it is often easier to find capital funding for these projects than it is to find maintenance money. We therefore recommend higher initial costs so that the route shouldn't need any major works for at least 20 years.

1.6. In terms of prioritising sections of the route it is worth bearing in mind two aspects. The first is whether the scheme can be broken down into standalone phases which meet a desire for journeys so that the cost can be spread throughout different years or funding streams. Consideration should be given to sections that link residential areas to employment sites, town centre, shops, schools, visitor attractions and the train station as these are likely to be the most used sections.

1.7. It is also important that the most challenging aspects of the route are tackled properly and not left to be upgraded at a later date. This will lead to a larger initial increase in cyclists using the route and also make it easier to justify completing other phases as high usage warrants it. There are numerous historic examples of the easier sections being delivered first leaving a dangerous section on the 'to do' list and the result is a route that is underutilised and unable to justify maintaining the capital expenditure already invested. In our opinion the most challenging aspects on this project are Kirby Misperton Road and the level crossing between Malton and Norton which have to be tackled to provide a safe, convenient and comfortable route for cyclists.

1.8. This route will help to bring benefits both to local people and tourists in Ryedale. It will provide an enhanced opportunity for people to make every day journeys to work, school, shops, the train station and other amenities as well as leisure trips.

2. Detailed Proposals – Malton to Eden Camp

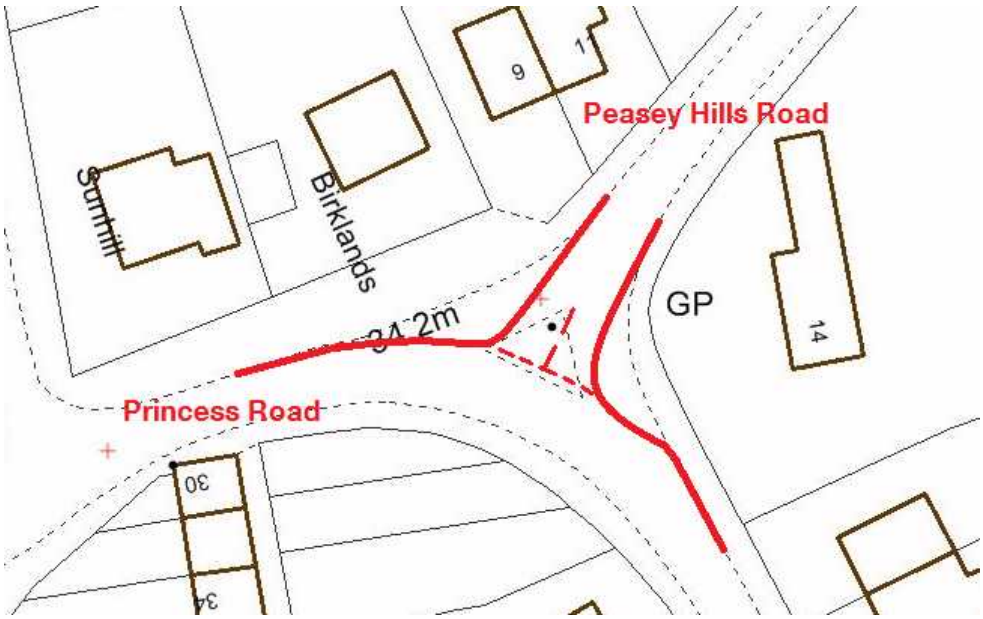
2.1 Though there is obvious sense in starting a route at Malton Rail Station and connecting in to National Cycle Network 166, but there are numerous difficulties in reaching the centre of Malton from the south. The easiest possible (as described in section 7) option still includes difficult sections that would be challenging for novice cyclists and may attract criticism if signed. As such, options have been looked at that would create a route start or 'trail head' as close as possible to the centre of Malton, with easy cycle access to the quiet roads and bridleways to the north.

2.2 An obvious location for a start point would be the Wentworth Street long stay car park with adjacent public toilets. Secure cycle parking and way-finding information could be sited here, and it is only a short walk into the centre of Malton.

2.3 The layout of car parking spaces would need to be examined to see if it they could be relined in such a way as to give a segregated cycle route from the toilet block through the car park and along Smithson Court up to Pasture Lane. From here the two routes described below can be easily reached.

2.4 Via Rainbow Lane to Freehold Lane. This route is approximately 60% on existing roads. The route that has been looked at that could provide direct access from Malton's Market Place (as well as the trailhead) to the north is using Spital Street and Princess Road with a straight-over crossing of Newbiggin. A raised table at the crossing point and associated traffic calming is desirable to help keep traffic speeds low. This route would provide access from Malton centre to the housing and industry in the north-east of the town but would be more marketable as a route starting within the Wentworth Street car park.

2.5 The route out of Malton would then use Princess Road and Peasey Hills Road. Although the roads are 30mph it is likely, due to the environment and layout, that speeds are lower. Our main concern here is the hill; as you move away from the town centre and uphill cycling speeds are reduced therefore increasing the differential in speeds between motor vehicles and cycles. The junction between Princess Road, East Mount and Peasey Hills Road could be modified by simplifying the junction so there is only one intersection rather than the current three, with the main benefit being to reduce traffic speeds as vehicles negotiate the junction, especially for traffic coming away from the town centre and turning into Peasey Hills Road. This change would help to improve visibility for those approaching the junction from East Mount and preparing to turn right into Peasey Hill Road, and would also help to relieve the pinch point on Peasey Hills Road just after the junction.



2.6 The junction between Peasey Hills Road, Pasture Lane and Rainbow Lane could be modified to make it easier for cyclists to use. The junction mouths are wide and it would be beneficial to both cyclists and pedestrians to have these tightened up to reduce traffic speeds into the two minor roads if this on-road alternative route is adopted.

Junction between Peasey Hills Lane, Pasture Lane and Rainbow Lane.

2.7 Narrow Rainbow Lane already has a sealed surface to the other side of the A64 bridge. There are several speed bumps which should have bypasses round / sections cut out to allow cycles to pass without discomfort. Any development taking place that potentially increases access and motor vehicle traffic on Rainbow Lane should include measures that retain its safety and convenience for cyclists and other non-motorised users.

2.8 Borough Mere Lane after the A64 bridge is currently a rough track and needs an all-weather surface to make this an attractive and comfortable route for most types of cyclists. This would need to be built to take heavy farm vehicles and further discussions would be needed with the land owner and North Yorkshire County Council's Public Rights Of Way Team to agree suitable measures to deter unauthorised vehicles from using this as a cut through (there is an existing barrier between Freehold Lane and Great Sike Road).

2.9 The North York Moors Joint Local Access Forum should also be involved in agreeing the nature and extent of surface and other changes to this and other bridleway sections of the proposed route, particularly with regard to its use by horses.

Looking north along Borough Mere Lane from the bridge over the A64

2.10 Via Outgang Lane. The route via Pasture Lane would provide a good connection through the north east of Malton which passes areas of housing and employment. The route alignment may not be entirely attractive to recreational cyclists however, in particular to families or novices. Another route from the proposed start point in the Wentworth Street car park would be available via Outgang Road if a crossing point over Pasture Lane and a short shared-use link was created on its north side. This would require some widening into a private field and minor ramp works to enable a cycle link up the steep verge on Pasture Lane near the Smithson Court junction. Minor carriageway narrowing may also be required for a very short section of narrow footway opposite the junction with Wentworth Street. This route would, however require a much longer section of bridleway to be upgraded (Outgang Road and either Lowfield Road or Ryton Style Road).

2.11 In conjunction with the Broughton Road housing development, there are plans for a new roundabout near to this location in the near future, which will remove the traffic lights. Proposals will need to be reviewed once with these works are complete.

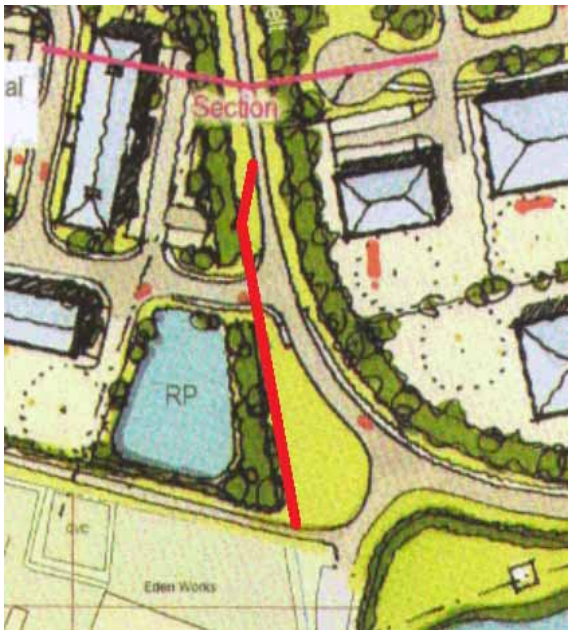
2.12 Upgrade the surface on Outgang and Ryton Style Road (1.8km) to a sealed surface.

Outgang Road leads out from Malton past the allotments and over the bypass.

2.13 Both options would then use Freehold Lane allowing the route to run directly past Eden Camp visitor attraction and through the planned relocated Livestock Market and industrial estate. This new development could cause a problem depending on the levels and types

of traffic, although a short section of off road cycle route could be built to prevent cyclists and market traffic from needing to share the same road space (shown in the diagram below).

The track past Eden Camp is typical of the potholed bridleways north of Malton



A feasible alignment of an off road route shown in red with a safe crossing over the new Livestock Market traffic.

3. Detailed Proposals - Riggs Road

3.1 To continue north toward Pickering the route proposes to use Borough Mere Lane and Great Sike Road (see photo below) although the latter is already maintained to a reasonable standard with tarmac strips and a grass centre.

Great Sike Road

3.2 Riggs Road is a quiet country roads with low traffic volumes and speeds. There is concern however that, with the development of a livestock market and industrial estate in the Eden Camp area, traffic volumes will rise.

3.3 There are also a number of locations where the roads are narrow with poor visibility, for example at New York Cottage, where the road kinks sharply twice. Signs warning of the likely presence of cyclists and the cutting back of vegetation may help reduce the potential conflict between fast moving vehicles and cyclists which may be in the middle of the road. Other than addressing these issues, additional direction signing only would be needed to provide a cycle route here.

4. Detailed Proposals – Riggs Road to Kirby Misperton

4.1 Dicky Grounds Lane and Blansby Lane are both similar in character to Riggs Lane. It is suitable for use by the majority of cyclists, although a pair or tight corners would benefit from warning signs and / or "SLOW" markings.

4.2 Habton Road is wider than the other roads between Malton and Misperton, and traffic seems to travel quickly along it. It is also a signed through route. At present the character of the road is such that it could be signed as a cycle route, but the development of fracking operations at the nearby KM8 well site would likely lead to an increase in traffic volumes and HGV use, and use as a signed cycle route would then need to be reviewed.

4.3 An alternative has been identified that would provide a more suitable route for family cycling and is more direct. This would use farm tracks leading north to Kirby Misperton passing White Lily, North West Farm and Sandlands Farm. There is currently an access road of reasonable quality but it is only part designated footpath and part has no Public Right of Way designation at all. Signage at both entrances to the road also makes it clear that cyclists are not welcome. Close work with landowners would be needed to make this alternative a reality.

4.4 This alternative route would also require a section of new track to fill in a missing link between two lengths of farm access track.

5. Detailed Proposals - Kirby Misperton to Four Lane Ends

5.1 Habton Road enters the village of Kirby Misperton and joins Kirby Misperton Road at a roundabout. Kirby Misperton Road is the main route into Flamingo Land Theme Park and, as such can be very busy at certain times of day. It is also a very straight road and speeds can be high. It is therefore an inappropriate road on which to sign a cycle route. A number of alternatives have been examined.

5.2 The roundabout at Kirby Misperton would benefit from some minor improvements to make this a less intimidating environment for cyclists. Tightening up the geometry of the roundabout would provide these benefits and this could be done relatively easily by increasing the deflections on the approaches and providing an overrun strip in the centre. North Yorkshire Highways will have to be satisfied that the tightened alignment will safely allow the passage of HGVs and buses.

5.3 Roundabout to Kirby Misperton Bridge Option A - One option is to provide a verge path on the north side of Kirby Misperton Road. The verge is wide for the most part but there are sections where the hedgerow, and in one case a house, come very close to the carriageway. Detailed survey work and discussions with adjacent landowners would be needed to see if a continuous route could be achieved. This would need to involve some track creation in the verge, some to the back of hedgerows and would involve some short pinch points.

5.4 The possibility of taking the path behind the hedge and along the field edge before emerging back into the highway verge, where it is wider has been discussed with Flamingoland. They have acknowledged this in principle and left the door open for further discussion and negotiation if funding materialises. This path would continue to the bridge over Costa Beck.

The road out of Kirby Misperton is currently not suited to the route's target cycle users. Preferably the road would be avoided but if this cannot be achieved then suitable alterations to the carriageway should be made.

5.5 Roundabout to Kirby Misperton Bridge Option B - Another more ambitious alternative is to have the route turn eastwards opposite the village hall to follow a farm track, then a field edge path leading to Kirby Misperton Bridge. Again this would involve close work with and cooperation from local landowners, and of course a funding source for new path creation.

5.6 Both options would take cyclists as far as Kirby Misperton Bridge, which crosses Costa Beck. Here potential route turns north towards quiet roads to the south of Pickering. To reach these however, any route would need to pass Lendales Farm. This can be reached via a bridleway, however this requires use of more track adjacent to Kirby Misperton Road. This would be difficult to achieve as a ditch runs adjacent to the road making the verge narrow and not wide enough to provide a cycle track in. There is also a drop in height into the adjacent field, making any field-edge track difficult to access. This would not be impossible however, although more negotiation would be required with the landowner.

5.7 The bridleway track surface to Lendales Farm is good put would benefit from a tarmac surface, although the farmer does maintain this track well.

The bridleway to Lendales Farm from Kirby Misperton Road

5.8 The current bridleway runs through the middle of Lendales Farm. Sustrans and NYCC recently met with the farmer and discussed issues and options, the main concern being encouraging more cyclists into a working farm yard. It is proposed that initially clearer signing be installed requesting that cyclists Slow Down and the situation monitored. A future option would be to divert the bridleway away from the farm yard should the need arise. A bridleway gate adjacent to the main gate at the entrance to the farm yard would improve ease of access and should be discussed further with the farmer.

The current bridleway passes through the middle of a working farm yard.

5.9 To avoid having to run the route alongside Kirby Misperton Road more than is necessary and to avoid signing a route through Lendales Farm yard we have devised a route running alongside Costa Beck. Further discussion would be needed with the landowner but he has indicated he is open to this option. A new bridge over the Beck (construction of a similar bridge in Tickton cost approximately £45k in 2014) would be needed as well as a length of track over the fields.

5.10 The road surface from Barker Stakes to Lendales Farm is in very poor condition and requires resurfacing throughout. Cheaper patching work could be implemented, but it is likely to require further work in a relatively short amount of time.

The road north from Lendales Farm is in need to refurbishment.

5.11 From Leas Farm down to Barker Stakes there are drainage issues and some potholes which should preferably be addressed to reduce the dangers to cyclists. Pickering Showground has also indicated there is a potential cycle route out onto Haygate Lane and to join the Malton – Pickering route.

The road past Leas Farm is an attractive cycling route especially as is passes the river.

5.12 Goslipgate and Leas Lane as far as Leas Farm would be fine in good weather but flooding is an issue after wet weather.

Looking south from the old railway bridge down Gosipgate

6. Detailed Proposals – Four Lane Ends to Pickering

6.1 The route into Pickering uses quiet residential roads which have traffic calming to reduce vehicle speeds.

6.2 The main junction in Pickering between Southgate, The Ropery, Hungate and Vivis Lane is large, busy and not currently suited to the route's target cyclists. To better accommodate cyclists, the end of Train Lane should be opened up with a dropped kerb feature for cyclists to use in the north bound direction from Vivis Lane only. An Advanced Stop Line (ALS) for cyclists going in this direction would be beneficial.

6.3 For the southbound direction cyclists would need to use The Ropery which is busy and congested. An ASL would improve the route, but it still could only be considered as interim NCN at best.

6.4 Numerous alternative routes into the centre of Pickering have been examined. The best alternative to the Vivis Lane junction would be to use improved paths linking to Willow Court, across the A170 and through a lane around the side of the Co-op leading into the Market Place. This has issues with using an elderly people's residence and crossing the A170 however. Further work is needed to fully understand all the possibilities for access into the centre of Pickering, but also how cyclists could cut through (or possibly bypass) central Pickering to reach ongoing routes.

6.5 Potter Hill is a quieter road and offers a route into the centre of Pickering.

6.6 There is some cycle parking in Pickering but more parking should be spread throughout the town.

Cycle parking at the top of Market Place

Cycle parking at the bottom of Market Place

7. The Link to Malton Rail Station and Malton.

7.1 The sense in connecting Malton to the railway station and Norton is obvious. Ideally the proposed route should start in Norton (across the River Derwent) where the current National Cycle Network already passes through as part of the Yorkshire Wolds Cycle Route. There are, however, a number of issues which are described below which mean that a meaningful, signed cycle route is likely to be unachievable at this time.

7.2 Looking ahead, we are aware that a scheme to create a shared-use cycle/footway alongside the A64 between the Huttons Ambo road end and Musley Bank to the south west of Malton is progressing through the Highways England (HE) 'value management process'. Last reports (March 2016) indicated that subject to funding for design and construction becoming available, the scheme could go ahead in 2018/19. If developed, the alignment of National Cycle Network 166 (Yorkshire Wolds Cycle Route) could then change significantly between Huttons Ambo (utilising the small suspension bridge across the River Derwent) and the centre of Malton.

7.3 The onward alignment to link back with the Yorkshire Wolds Cycle Route would most likely still be through Norton to Scagglethorpe, and then Settrington.

7.4 Langton Road is already partly traffic calmed and connects into the current National Cycle Network 166.

7.5 St Nicholas Street is a quiet residential road, although it does have a public car park half way down.

7.6 The level crossing and Welham Road / Church Lane junction is one the most hazardous parts of the route. Options have been examined to provide shared-use facilities that would enable easy cycling by novices, however, the complex junction layout means that useful off-carriageway facilities are unlikely to be achievable. North Yorkshire County Council undertook a reprioritisation scheme in 2016, that simplified the junction and make it easier for cyclists travelling along Welham Road.

7.7 Under the new rail franchises there are now proposals for enhanced rail services on the Scarborough to York line, which would result in the level crossing being closed more often. The long term vision for pedestrians and cyclists over the railway should be the reintroduction of a bridge. There are several locations this could be located although the ramp on the north side of the railway will probably be the difficult part to accommodate. However, it could be accommodated by using the Network Rail yard close to the level crossing.

Looking south across the level crossing

7.8 Secure cycle parking at the station should be on offer. As a first stage this could be 10 cycle lockers with the next step being a swipe card entry cycle storage area.

7.9 Railway Street does not appear too busy and speeds seem to be lower than the 30mph limit, maybe partially due to the speed cushion already in place. Due to this, the road seems an ideal candidate for making it officially 20mph.

7.10 We understand that there is discussion about making Railway Street one way and if that does happen then a contraflow lane for cyclists should be included as part of the redesign. From a walking and cycling perspective it would be beneficial if vehicles were restricted in turning into Railway Street from the level crossing as there is conflict between these vehicles and pedestrians currently trying to cross Railway Street. This is due to relatively high turning speeds and regular encroachment of vehicles onto the pavement when trying to make the turn.

7.11 There is then a staggered crossing of Yorkersgate. This right turn will be intimidating for novice cyclists as they would need to make the manoeuvre across what is a busy road and may find themselves waiting between two traffic flows. A number of options have been looked at to improve this situation, including converting footways to shared-use or providing right-turn pockets, but none have proved to be feasible.

7.12 The use of Saville Street is a key part of the route into the town centre. It is one-way however, in the northbound direction. Proposals to provide contraflow cycling have been examined but options are restricted by parking and loading arrangements and the available road width close to the junction with Yorkersgate. This means southbound cyclists will need to use Market Place and Market Street to reach Yorkersgate and then use over 200m of the busy Yorkersgate itself to reach Railway Street.

Looking down Saville Street from Market Place

8. Phasing and Costing

8.1 Depending on the levels of funding that become available, it may be necessary to provide the route in sensible phases:

- Phase 1 - Malton to Eden Camp
- Phase 2 - Eden Camp to Kirby Misperton
- Phase 3 - Kirby Misperton to Pickering

8.2 **Phase 1: Malton to Eden Camp.** (Blue on dwg T116-YH-DR-01) This represents an opportunity to connect into the Eden Camp and possible future employment sites.

8.3 The scale of cost of this phase largely depend on the extent to which the tracks on which is proposes to run are resurfaced. They can be cycled on in their current state, but this is likely to lead to complaints from those expecting a higher quality from a new route. If costs of this work, which is really maintenance, could be met from the North Yorkshire Highways Maintenance budget, then the works to allow cycle access to it would be minimal.

8.4 2.8km of track (designated bridleway) would be required to link Malton to Eden Camp and this forms the bulk of the costs shown below. Not resurfacing or having it done from a maintenance budget would remove most of the £312,400 estimated plus most of the Project Management and Contingency costs. The degree of resurfacing could also be lowered, for example to provide only tarmac strips for use by cyclists or by infilling the worst of the potholes. This could greatly reduce these costs, but may reduce the likelihood of some cyclists using the route.

Item	Item description	Unit	cost per unit	quantity	total cost	notes
1	Upgrading track of existing farm track / bridleway to provide a more suitable surface for cycling	Linear m	110	2840	312,400	Upgrading track - binder (100mm) and surface (40mm) courses , 3m wide
2	Relining of car park to provide segregated cycle track around perimeter to Pasture Lane	Item	50,000	1	50,000	More detailed design required for more robust estimate. Costs here include for relining of existing parking bays, provision of cycle parking and 120m of new cycle track in verge.
3	Informal crossing over Pasture Lane	item	5000	1	5,000	To include dropped kerbs, speed table, lining and signing.
4	Footway widening on north side of Pasture Lane to link to Outgang Road	Linear m	100	100	10,000	To include widening of existing verge to the rear.
5	Ramp to link informal crossing on Pasture lane to widened footway	unit	2,000	1	2,000	Formation of 1:20 ramp from carriageway edge up to meet footway at top of bank.
6	Removal and replacement of fencing	Linear m	30	100	3,000	Includes removal and replacement. Assumes existing in fence is in good order. Does not include land purchase.
	Total works costs				382,400	
7	Signage	Budget	3% works costs	1	11,472	To include sign plates, poles and installation
8	Project Management and Insurance	Budget	17.5% works costs	1	66,920	
9	Contingency	Budget	15% works Costs	1	57,360	
	Grand Total				**518,152**	

8.5 The use of the alternative route (red on dwg T116-YH-DR-01) would reduce the amount of bridleway used to around 2km, which would reduce the upgrading costs by £88,000 + management and contingency on-costs. This alternative is also likely to greatly reduce the users on the route however.

Item	Item description	Unit	cost per unit	quantity	total cost	notes
1	Upgrading track of existing farm track / bridleway to provide a more suitable surface for cycling (Borough Mere Lane and Great Sike Road)	Linear m	110	1090	119,900	Upgrading track - binder (100mm) and surface (40mm) courses , 3m wide
	Total works costs				119,900	
2	Signage	Budget	3% works costs	1	3,597	To include sign plates, poles and installation
3	Project Management and Insurance	Budget	17.5% works costs	1	20,983	
4	Contingency	Budget	15% works Costs	1	17,985	
	Grand Total				**162,465**	

8.6 **Phase 2: Eden Camp to Kirby Misperton.** Again costs will depend on the degree of upgrade which Borough Mere Lane and Great Sike Road are subject to. Once Riggs Road is joined, costs reduce to signage only.

8.7 The alternative route suggested between White Lily and Sandlands Farm (red on dwg T116-YH-DR-03) would add an additional £270,000 of upgrading works (only if taken to full tarmac construction) plus project management and contingency add-ons. Fees for dealing with landownership issues would also be required. These are estimated to be around £10,000 per deal.

8.8 **Phase 3: Kirby Misperton to Pickering.** Almost all costs are related to the proposed track along Kirby Misperton Road and the route through Lendales Farm. A considerable cost may also need to be added to resolve any land owner negotiations adjacent to Kirby Misperton Road. This is likely to be around £10,000 per deal.

Item	Item description	Unit	cost per unit	quantity	total cost	notes
1	Creation of cycle track adjacent to Kirby Misperton Road	item	150	810	121,500	To include hardening of verge, creation of new track. Does not include purchase of land or cost of land agreement. (say £10k per deal)
2	Creation of field edge parth linking Kirby Misperton Road with Lendales Lane	Linear m	130	685	89,050	Off-road new sealed surface cycle path with new/improved sub-base 2.5m wide = £130 per linear metre
3	Provison and installation of bridge over Costa Beck	unit	50,000	1	50,000	To include abutments and bridge.
4	Creation of cut-through onto Train Lane	No.	5,000	1	5,000	Dropped kerbs, bollard amendment, signing
5	ASL at Vivis Lane and the Ropery	No.	400	2	800	
	Total works costs				266,350	
6	Signage	Budget	3% works costs	1	7,991	To include sign plates, poles and installation
7	Project Management and Insurance	Budget	17.5% works costs	1	46,611	
8	Contingency	Budget	15% works Costs	1	39,953	
	Grand Total				**360,904**	

8.9 The costs of phase 3 would increase significantly if the alternative route (red on dwg T116-YH-DR-04) was progressed. This would provide a far higher standard of route into Pickering however.

8.10 **Maintenance**. The above costs do not include fees for ongoing maintenance. It is assumed that the bridleways and roads will be continued to be maintained from the Public Right of Way and Highway's budgets. Any new sections of track are likely to need commuted sums. The level of this will need determining when the final route alignment is chosen. However, past routes developed by Sustrans have included 25 year maintenance agreements that have commuted sums of around £130,000 per kilometre.

8.11 Monitoring. Figures do not include provision of automatic counters or the undertaking of manual counts. The quantity of these will need determining as part of the bid requirements. Automatic counters cost around £2000k each.

9. Signing

9.1 The proposed route needs to be sufficiently well signed so that it is easy to follow in both directions from / to principal origins and destinations, and to contribute to its safety.

9.2 A balance must be struck between providing clear and reliable information, and avoiding visual clutter (especially in any conservation areas) and unnecessary maintenance liability that excessive signing can cause, so care is needed when considering their design and placement.

9.3 Surface markings may provide a useful alternative to post mounted signs, and the use of existing features such as lamp columns should be maximised to avoid clutter and minimise costs.

9.4 Cyclists Dismount or End of Route signs are not appropriate and should not be necessary on National Cycle Network routes.

9.5 Cycle specific route signing also raises awareness of cyclists amongst other road users and helps promote the route as well.

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9.6 The National Cycle Network route number 167 is already allocated to the proposed new route.

Signs for traffic-free shared use paths:
This sign, with no white lines, tells you that it's a shared-use, unsegregated cycle and pedestrian route.

Share the path (INF6)

To give more protection to pedestrians and to indicate that cyclists should give priority to pedestrians, signs such as this can be used. These signs would not be permitted on a 'highway', but are perfectly suitable on traffic-free routes such as through parks.

Where use by horse-riders also occurs (e.g. on bridleways) appropriate amendments are required.

9.7 Signage costs are included as a 3% of Works Cost in the following Cost Estimates.

10. Cycle parking

10.1 Cycle parking is an essential element of a cycle network. It should cater for all destinations and be sited close to building entrances where it can be observed by passers-by and the building occupier. The preferred type of public cycle parking is the Sheffield stand, in conjunction with shelters where bikes are left for long periods. Care should be taken when siting cycle parking to avoid obstructions to pedestrians including those with visual impairments.

Examples of urban town centre cycle parking. © Sustrans

10.2 Malton and Pickering town centres could be locations where new / additional cycle parking may be appropriate in relation to the proposed route.

10.3 Cycle parking costs have not been included on the cost estimates. However as an indication a standard Sheffield Stand costs approximately £250 to source and install.

11. Funding

Department for Transport

11.1 Currently we are not aware of any DfT funding that might help with the cost of the proposed Malton - Pickering cycle route.

11.2 Last year, the DfT issued its draft Cycling Delivery Plan and is calling for "expressions of interest in working with government on partnership projects to increase levels of walking and cycling". One of the Plan's themes is "to improve infrastructure and planning arrangements for cycling and walking".

11.3 Admittedly there are no clear offers of new infrastructure funding associated with this but many local authorities are preparing or in some case have already responded.

11.4 North Yorkshire County Council is the highway authority for the Ryedale area and is currently considering what form of partnership working it may wish to seek with the DfT.

11.5 Whilst not the highway authority, Harrogate Borough is preparing its own "expression of interest" to the DfT, as is City of York Council (the highway authority for the York area).

11.6 Looking further ahead, a new Infrastructure Bill has become an Act of Parliament (The Infrastructure Act) and so for the first time the Secretary of State for Transport will be required by law to set out a strategy for cycling and walking infrastructure and importantly the funding provided to meet it.

North Yorkshire County Council

11.7 The County Council will add the proposed Malton – Pickering route to its reserve list of potential transport schemes once this report has been finalised.

11.8 Apart from some road safety schemes, the County Council doesn't currently have any funding for new transport infrastructure (cycling or other modes) and so will not at this stage be seeking Committee approval for the route or undertaking any further assessment and development work.

11.9 The County Council may have some *Pinch Point fundi*ng aimed at removing bottlenecks on the local highway network which are impeding growth which could be relevant to the proposed route.

11.10 Should they become aware of any suitable funding opportunities they will refer to the reserve schemes list.

11.11 If Ryedale District Council were for example to identify some possible funding for all or part of the proposed then the County Council would look to see how it could help with delivery.

11.12 The view has been expressed that "the most promising source of potential funding to deliver the route would be for the District Council to seek S106 contributions from potential developers", and so the proposal is understood to be being raised internally so it can be taken into account in their development control process.

Ryedale District Council

11.13 The District Council are discussing the above mentioned Pinch Point funding with the County Council.

11.14 The District Council will also continue to monitor other potential funding opportunities relating to economic development and regeneration which may be appropriate for this project, and progress funding applications as appropriate.

Developer contributions

11.15 Developer contributions are often referred to as Section 106 planning obligations. These planning obligations provide a means of ensuring that developers contribute towards the infrastructure and services needed to make proposed developments acceptable in land use planning terms. Contributions may be made as financial payments or as direct works.

11.16 It is understood that the developers building houses on the Broughton Rd. and Pasture Lane sites have and will be making S106 payments for use on sport and recreation facilities in Ryedale and specifically the Malton area. These contribution and others that the Council will be receiving should be considered for helping to fund the delivery of the proposed route.

Local Enterprise Partnership (LEPs)

11.17 Infrastructure is one the key themes for the York, North Yorkshire & East Riding LEP, and investment in some major road schemes has been secured. However, on its own the proposed new route is unlikely to represent a sufficiently beneficial scheme in the current circumstances, and may need to be packaged with other cycling infrastructure investment proposals with an emphasis on growing the economy (including the visitor economy), and good quality local jobs through improved access to be considered.

11.18 The LEP does have a section in its Strategic Economic Plan regarding Growing the Visitor Economy of North Yorkshire's Protected Landscapes one of which is the North York Moors National Park with Pickering as a recognised southern gateway.

11.19 Sustrans is in discussion with the YNYER LEP regarding support it can provide through a DfT funded scheme aimed at developing a robust economic and business case for future investment in cycling / walking infrastructure in identified growth towns and along the East Coast.

European Union

11.20 The new EU financial period has started and the European Cyclists' Federation (ECF) has set a goal of €6 billion being spent on cycling between 2014-20. ECF has reviewed the relevant funding documents and identified numerous opportunities to fund cycling related measures in all but one 28 member states if successful projects are put forward.

11.21 ECF will be providing more detailed information about the programming documents which set out funding priorities during 2015, but it will be worth checking with relevant ERYC colleagues dealing with EU funding, or directly with the relevant managing authority, to see if there's any possible correlation.

11.22 Rural Development Programme for England funding will become available through the LEADER North York Moors, Coast and Hills Local Action Group from April 2015. It is thought funding will go to schemes that improve rural life and businesses, promote

environmentally friendly ways of managing land, and sustain existing and create new areas of woodlands, and so might offer some potential for contributing to costs.

11.23 EU rural development funding for tourism infrastructure (including cycling infrastructure) may becoming available for public bodies and charities to bid for through the EAFRD programme, and which we understand the YNYER LEP will be providing more information about and some strategic direction. (Subject to changes following the EU Referendum 2016)

Town / Parish Council and local fundraising:

11.24 Small amounts of funding may be available on application to Town / Parish Councils that the proposed new route relates to, and there may be support for local fundraising activities by volunteers and community groups.

12. Usage and Benefits

12.1 Cycling is a highly efficient mode of transportation and optimal for short to moderate distances. Compared to motor vehicles, bicycles, being human powered vehicles, have numerous benefits: regular cycling provides exercise and thus improves health and life expectancy, it requires no fossil fuels but uses renewable energy and thus generates no air pollution, it reduces traffic congestion and minimises noise pollution.

12.2 Source: http://www.trendy-travel.eu/

12.3 During 2013, the number of trips on the National Cycle Network increased 7% to 748 million with 4.8 million people choosing to walk and cycle to work, school, the shops and for leisure and pleasure.

12.4 This record usage generated more than £1 billion of economic benefit over the 12 months, with the biggest benefit being to health, valued at £803 million.

12.5 The Sustrans published report Millions of people on the move: Usage and benefits of the National Cycle Network in 2013 is attached as Appendix C.

12.6 So, will a cycle route between Malton and Pickering be similarly well used and beneficial?

12.7 As mentioned in the Introduction, creating a safe, pleasant and easy way to cycle between Malton and Pickering is something that is widely supported as it is such an obvious missing link for those that would like to cycle in this part of North Yorkshire.

12.8 As well as linking these two growing market towns, the proposed route would provide links between various employment sites and visitor attractions including:

- Proposed business park, agri-business park and Livestock Market adjacent Eden Camp
- Pickering Exhibition and Leisure Village
- Eden Camp Modern History Theme Museum
- Flamingoland
- Various other tourism accommodation providers

12.9 The route would become part of the National Cycle Network (NCN), linking with the existing route into Norton from the Yorkshire Wolds Cycle Route (Route 166 of the NCN) and providing a missing link between Malton/Norton and Pickering - enabling the Yorkshire Wolds Route to link up with the Moors to Sea Network which starts in Pickering at the southern edge of the North York Moors National Park.

12.10 With all this potential connectivity it is not hard to imagine how well used the route would become for a range of cycling trips and the benefits it would bring in supporting the growth of the area's economy through the provision of sustainable transport opportunities, and by enhancing the attractiveness of the area for the tourism economy at a time of cycling growth and building on the success of the 2014 Tour De France Grand Depart and this year's Tour de Yorkshire.

12.11 Single day trips (leisure cycling from home or holiday base) are 100 times more frequent than multiple day trips (cycling holidays)1, and perhaps offer the greatest growth potential, and are consistent with the increasing number of day visits undertaken by all tourists.

12.12 Leisure and tourist cycles do have different spending patterns with cycle tourists requiring a wider range of services and normally spending significantly more per day. For example, survey work on the

12.13 Peak District's 8-mile Manifold Trail in 2010 produced estimates of an average local spend of £19 per head for day users, and £31 per head for overnight visitors.

12.14 The proposed route's contribution to more active and healthier lifestyles for those living on or close to it should also be recognised, especially in relation to any public health and well-being funding becoming available.

Value for money

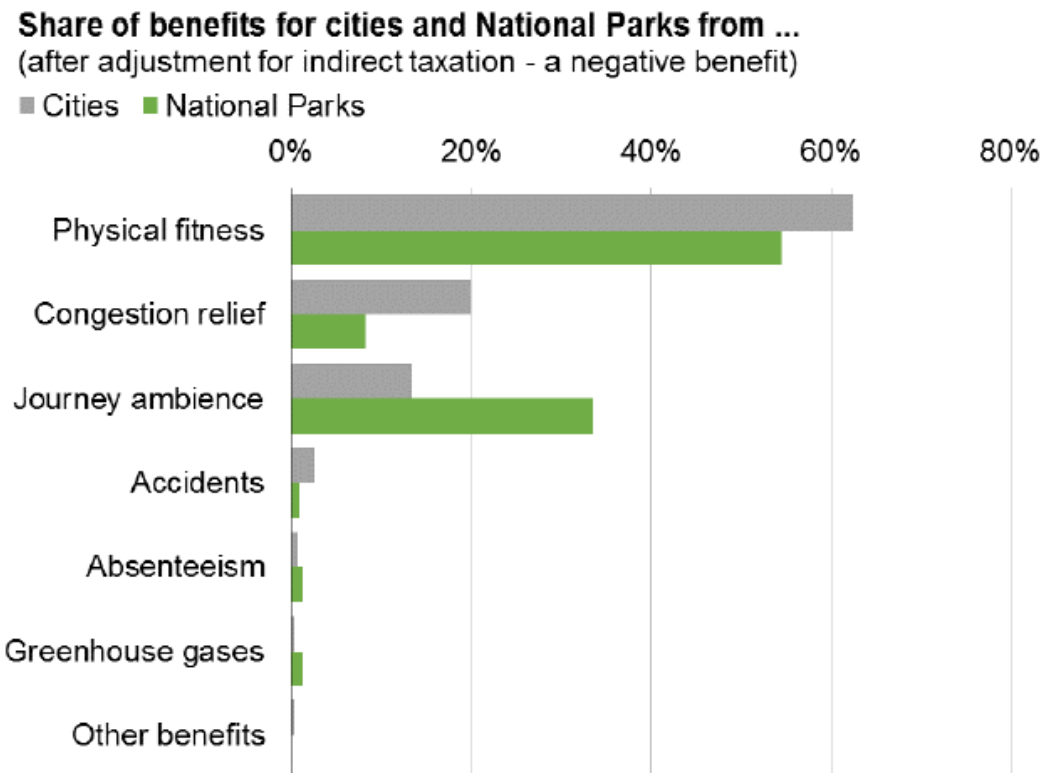
12.15 The Department for Transport's (DfT) recently published Value for Money Assessment for Cycling Grants (August 2014) summarises the analysis and evidence included in the economic cases of the successful bids for Cycle City Ambition Grant and the Cycling in National Parks Grant funding totalling £94m of capital expenditure on cycling and walking infrastructure.

12.16 This includes the final benefit cost ratios (BCRs), the main types of benefits behind both cities and National Parks schemes as well as the assumptions used within the appraisal.

12.17 The combined BCR for the funding stream as a whole (both under Cycle City Ambition

12.18 Grant and Cycling in National Park Grant) is 5.5:1 which suggests that for every £1 of public money spent, the funded schemes provide £5.50 worth of social benefit. The analysis suggests that non-monetised impacts are likely to be minor and overall positive. The grants are therefore considered to deliver very high value for money.

12.19 The table below shows the overall split of benefits for funded Cycle City Ambition schemes and the National Park schemes.



12.20 The data from the evaluation of the earlier Cycling Demonstration Towns programme has previously been used to estimate a 30 year BCR range for that programme of between 4.7 and 6.1. The appraisal evidence from the cycle grants summarised by the DfT confirms this, with the overall BCR in the middle of that range. This provides further confirmation that targeted investment into cycling can bring very strong returns to society.

13. Future Maintenance

13.1 Proper maintenance is essential if a cycle route is to remain attractive to users, and help to promote cycling more generally.

13.2 A high standard of design for its construction, drainage and landscaping will mean less maintenance liabilities in the future, and whole life cost needs to be considered. The maintenance programme should reflect the greater priority now being given to cycling as a mode of transport, and should be agreed with North Yorkshire County Council prior to work commencing.

13.3 The County Council however has indicated more recently that with their highway and PROW budgets likely to be further reduced, funding for maintenance should be included wherever possible in capital route development schemes.

13.4 Having said that the County Council has secured £24m of government funding to maintain the county's rural roads, which is to be supplemented by an additional £8m from the council's reserves. This may allow an opportunity to improve on-road cycle provision, especially where rural roads form part of the NCN or other promoted routes.

13.5 Existing and potential new Sustrans Volunteers will be able to help with some aspects of maintenance including checking signing, and collecting litter and cutting back vegetation on traffic-free sections.

14. Monitoring and Evaluation

14.1 Provision should also be made for monitoring usage of the route and evaluating its impact.

14.2 Sustrans has pioneered the development of monitoring and evaluation techniques for sustainable and active modes of transport, and now has over 15 years experience in the design and delivery of practical and rigorous methods of measuring the effectiveness of a wide range of walking as well as cycling interventions, both for its own projects and those of a range of UK organisations.

14.3 The precise scope and nature of data capture, analysis of results and reporting of findings for the Malton - Pickering cycle route would need to be discussed and agreed with North Yorkshire County Council, and any contribution they may be able to make to the work e.g. carrying out face-to-face interview surveys taken into account.

14.4 Ideally cycle flows should be measured before the new route is completed as well as afterwards.

14.5 Such work is likely to cost in the region of £11,000 + VAT, which includes installing two automatic counters on traffic-free sections of the route.

15. Local Consultation

15.1 Discussions took place with representatives of North Yorkshire County Council's Highways, PROW and Transport & Development departments during the course of our work, as did a discussion with a representative of Ryedale District Council's Planning and Forward Planning department.

15.2 Meetings were also held with Flamingoland and Lendales Farm, and information was received from Pickering Showground regarding a proposed cycle track from the southern end of the Showground through to Haygate Lane, which would link directly with the proposed route along Ings Lane / Leases Lane).

15.3 In addition the draft final report was circulated to the following for comment:

- Norton Town Council
- Malton Town Council
- Habton Parish Council
- Kirkby Misperton Parish Council
- Marishes Parish Council
- Pickering Town Council

15.4 Comments so far have been received from Kirkby Misperton Parish Council, Norton Town Council, a number of Ryedale District Councillors, the North York Moors Local Access Forum and members of the Raising Cycling in Ryedale group (now Ryedale Cycle Forum).

15.5 Some of the comments that were received related to specific route alignments and these views have been taken into account in developing the final route options proposed in this report. Examples of this include developing an alternative route into and out of Malton Market Place (in place of the previously suggested contra-flow on Saville Street) as well as in clarifying the preferred route into Pickering.

15.6 Other comments received are summarised below, together with our response (where appropriate):

Comment received	Response
Great idea - but some concerns regarding high costs, funding required and therefore likelihood of implementing the route.	Detailed design stage may identify opportunities for some cost savings - but we are likely to have to split the project into discreet phases in order to stand the best chance of securing funding to implement the scheme.
Supportive of the project but concern raised regarding funding to deliver the project.	Ditto
If it is to be done it all needs doing not bits and bobs - a lot of the existing route is not very family friendly, from busy narrow roads in towns, narrow country lanes and bumpy muddy tracks. Even if you are cycling to work you don't want to be getting wet etc from muddy lanes.	Ditto
This will be great from a recreational point of view – not sure how it would work for getting to work between Pickering and Malton/Norton.	Realistically, it is more likely that people would use only sections of the route for getting to/from work, such as: • Norton & Malton – through Malton town centre, to Showfield Lane &

	Edenhouse Road (& possibly to Kirby Misperton) • Pickering to Pickering Showground / exhibition & leisure village and on to Kirby Misperton • other villages on the route into the two towns and to the above employment sites
It would be good to see an alternative route go via Orchard Field (over County Bridge), up Sheepfoot Hill, exist onto Old Maltongate and our through Old Malton (avoiding the need for contra-flow section on Saville Street). This would be more attractive for leisure cyclists.	An important element of the study is to link the town centres - and so, for Malton, a route that includes Malton Market Place is important. However, this could be developed as an alternative route option - potentially as a permissive route for cyclists, assuming that the landowner is supportive.
Don't think contra-flow section is a good idea.	An alternative route has been proposed which does not involve contra-flow.
The entire proposed route where this involves public roads should be marked as a cycle route.	
Proposals in the draft report are very sensible, practical and feasible.	
As a bike user within Malton and Norton the level crossing and link between the towns needs improving - as it does for those on foot.	
There are many people commuting to work across the towns that could do so by foot or bike but must be put off by the condition of our roads and the road layout. Bike links to our industrial estates (that are the far ends of our towns) need improving.	
Taking the Yorkshire Wolds route in to Low Hutton and then on to Malton and Norton is good. It opens up this route to locals - makes it safer and will bring cyclists to the centre of our towns - and business to the shops.	
Welcome the initiative - but strongly object to the proposed sealed tarmac surfacing of existing bridleways. This would be to the detriment and danger to equestrians, walkers and the true recreational cyclist. *Would, however, support widening routes slightly to around a 1m wide strip of tarmac provided to one side of the route (not centrally).*	Alternative surfacing arrangements can be considered at detailed design stage.

16. Onward Routes

Pickering - Dalby Forest - Scarborough

16.1 An existing signed route (part of the Moor to Sea Network) leads from Pickering to Thornton-le-Dale and into Dalby Forest. The off-road bridleway section from Ellerburn (north of Thornton-le-Dale) to the forest boundary needs to be upgraded, and the North York Moors National Park Authority and the Forestry Commission have a proposal for this work costing approximately £78,200.

16.2 This upgrade would open up the potential for another new section of National Route linking Pickering via Dalby Forest with Scarborough (and National Route 1 / the North Sea Cycle Route & EuroVelo route 12), using more of the Moor to Sea Network wherever possible.

16.3 Further consideration of the on and off-road options is needed in conjunction with the North York Moors National Park Authority, the Forestry Commission and North Yorkshire County Council.

16.4 We understand that modelling is being undertaken for the A169 / A170 roundabout in Pickering with a view to possible changes. Discussion is needed as to whether cyclists and other NMUs can be properly accommodated in a new layout or whether an alternative route would be better e.g. linking the town centre with Ruffa Lane.

Pickering – Ruswarp – Whitby

16.5 Numerous bridleways head north from Pickering into the Moors and onwards to Ruswarp. Thorough surveying is needed to determine usability, and routes enabling access from the Malton – Pickering route to these bridleways needs to be examined.

16.6 Creation of links from Pickering to the two above routes have the potential to create a hugely important cycling hub in Pickering that would serve a high quality triangular route of European significance. Further work to survey the full route and understand its economic significance is recommended.

Pickering - Kirkbymoorside - Helmsley

16.7 Discussions are underway through the Ryedale Cycle Forum regarding the development of a safe and attractive cycle route going west from Pickering to Kirbymoorside and Helmsley market towns.

16.8 The use of at least parts of the disused railway that remain south of the busy A170 is desirable and this and other aspects of a possible route requires more detailed investigation with the help and support of interested parties including parish councils and local businesses. A feasibility study with early project development will cost in the region of £10-15k.

16.9 Such a route a route will also improve access to the southern edge of the North York Moors National Park.

Malton – Castle Howard / Howardian Hills – Easingwold or York

16.10 It would also be beneficial to establish a National Cycle Network (NCN) signed route from Malton to both Castle Howard historic house and the Yorkshire Arboretum, and through the Howardian Hills Area of Outstanding Natural Beauty to Easingwold (linking with National Route 65) and to York.

16.11 We understand that Castle Howard have recently commissioned feasibility work regarding improving cycling access and so discussions with them, the AONB team and both North Yorkshire County Council and City of York Council should be sought at the earliest opportunity.

Malton - Kirkham – Stamford Bridge (and York)

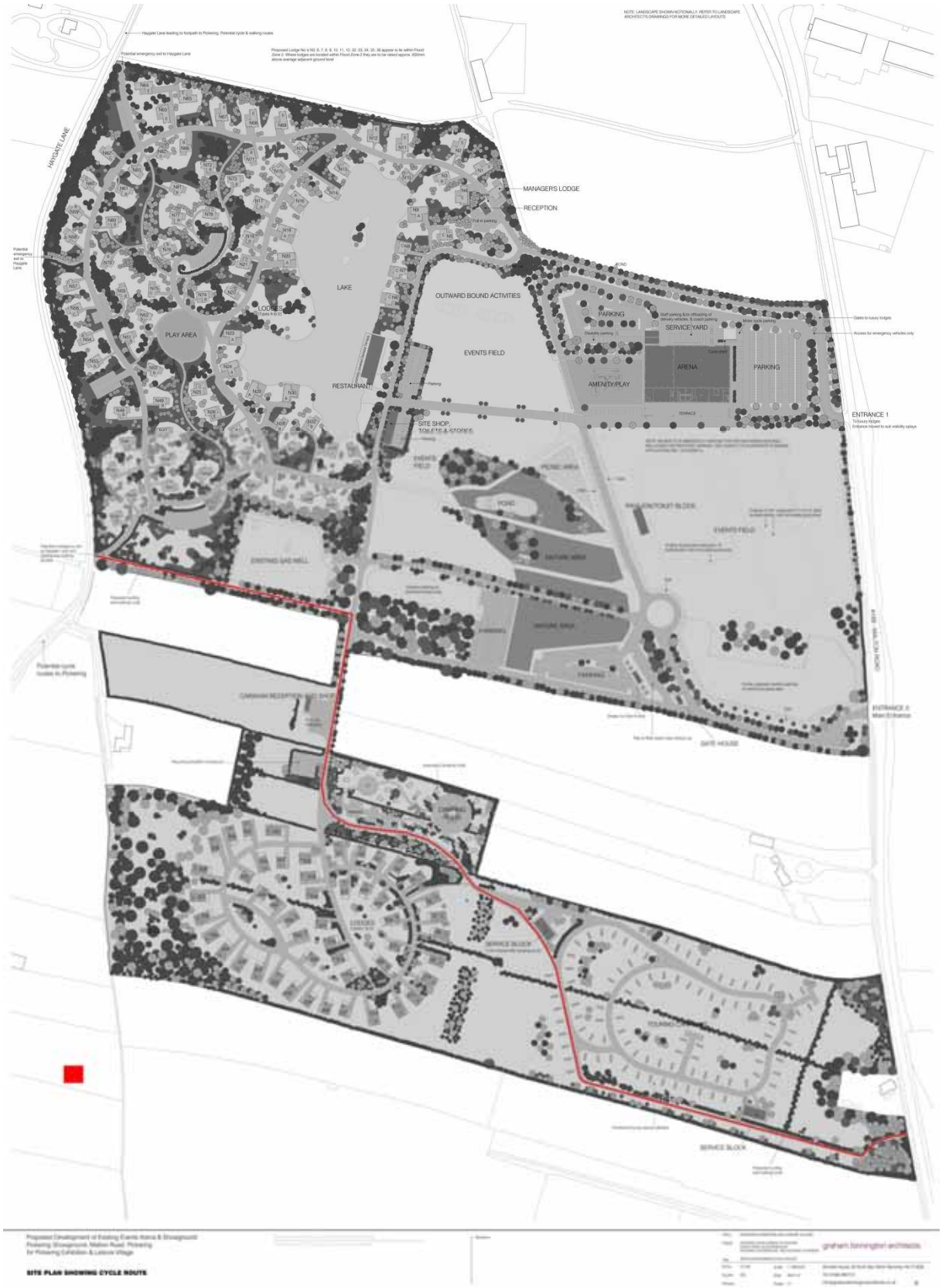
16.12 To complete a continuous NCN route between Stamford Bridge (and the existing signed route from York) and Norton / Malton east of the A64, the currently missing on-road section between Stamford Bridge and Kirkham via Buttercrambe, Bossall and Crambe should be reviewed and the finally agreed alignment signed, subject to consideration of conditions for cyclists through the centre of Stamford Bridge and the bridge over the River Derwent.

16.13 We've recently learnt that Highways England is planning to commence construction of a cycleway / footway scheme alongside the A64 between the Huttons Ambo road end and Musley Bank at an estimated cost of £250,000. This is still at the planning stage and may happen in the 2018/19 financial year.

16.14 This will provide a much better route between Malton and Kirkham following the River Derwent compared to the existing NCN route via Whitewall Corner and to the Malton to Pickering route. To fulfil the potential it then creates, a closer look at conditions and route signing for cyclists nearer the centre of Malton is needed – especially between the eastern end of the shared-use path of the north side of B1248 York Road and the Castle Howard Road and Horsemarket Road junctions.

Appendix A: Layout of proposed livestock market and industrial site

Appendix B: Showground cycle route to Haygate Lane



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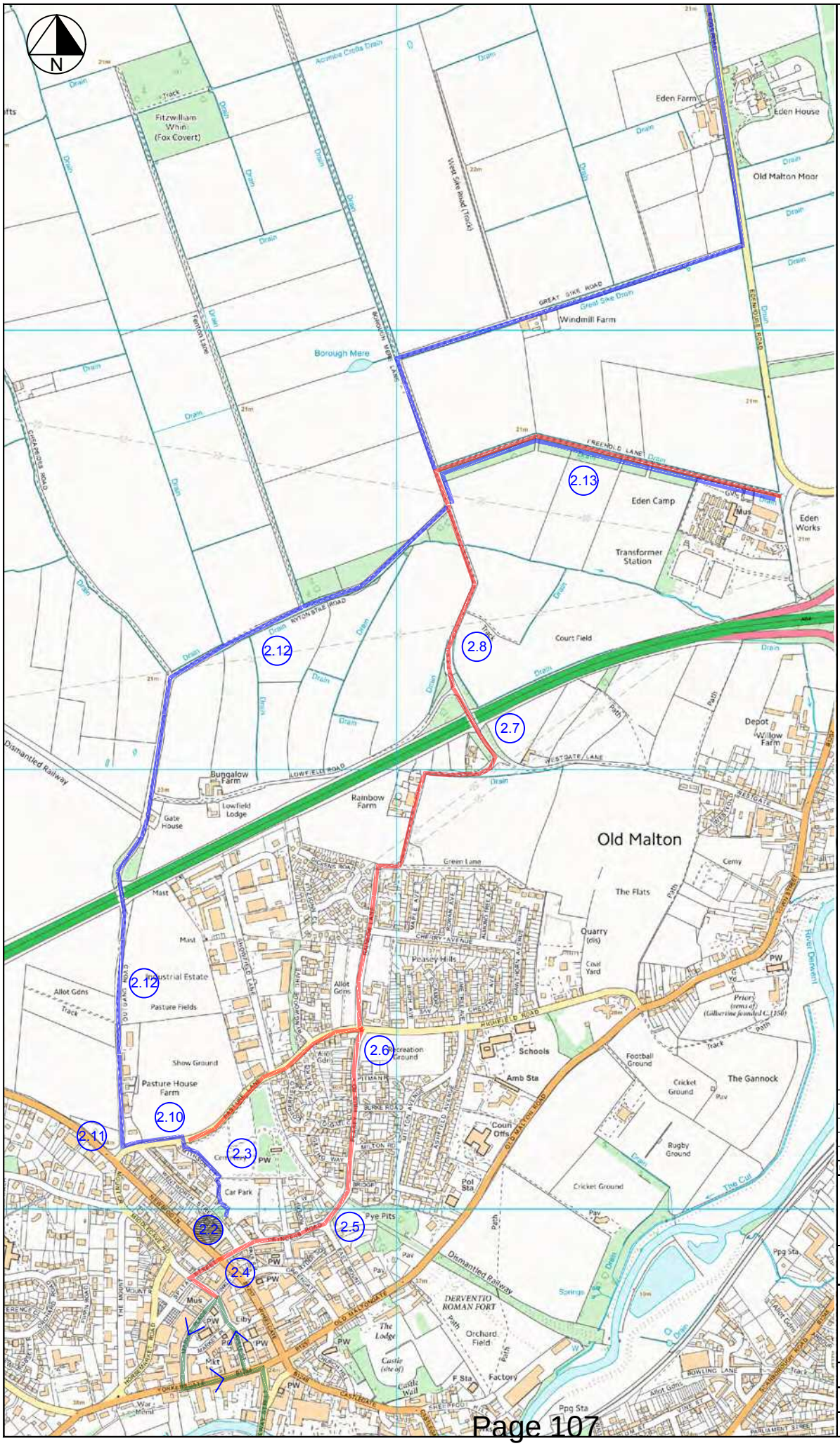

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Notes:

1.1. All alignments are indicative and subject to review.
1.2. No consultation has yet taken place with land owners, councillors or members of the public.
1.3. No works will take place until all stakeholders have been consulted.

Key:	
	Proposed Alignment
	Alternative Aligment (see main doc)
2.0	Refers to paragraph in main doc

Rev	Description	Drawn	Date

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2 Cathedral Square, College Green, Bristol BS1 5DD
Tel: 0117 926 8893 www.sustrans.org.uk

Project:
MALTON TO PICKERING

Title:
ROUTE ALIGNMENT

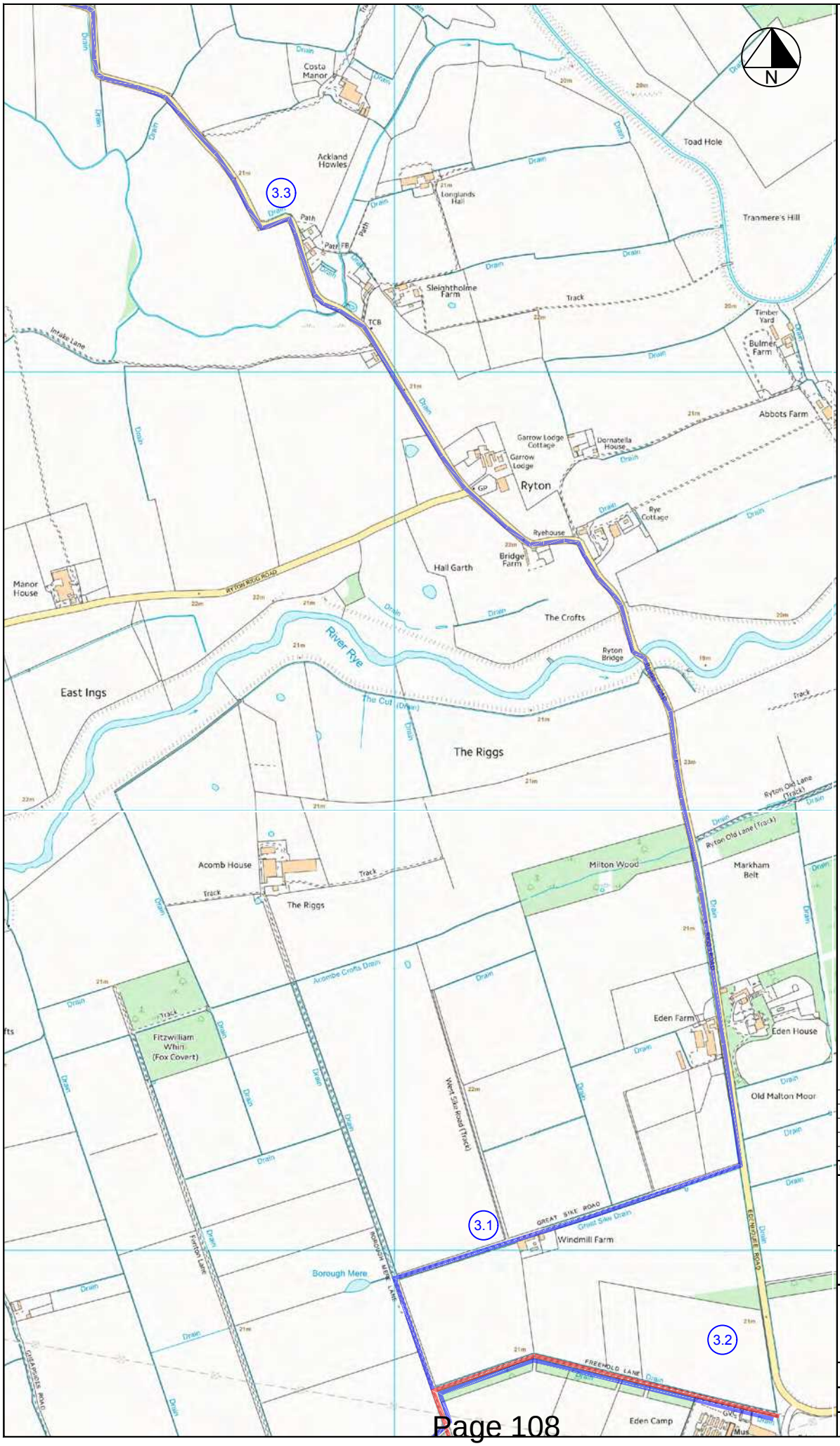
MALTON TO EDEN CAMP

Drawn:	Checked:	Date:	Scale at A4:
MR	RD	01/10/2016	NTS

Status:

Drawing No: T116-YH-DR-01

Revision:



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Project: MALTON TO PICKERING

Title: ROUTE ALIGNMENT

RIGGS ROAD

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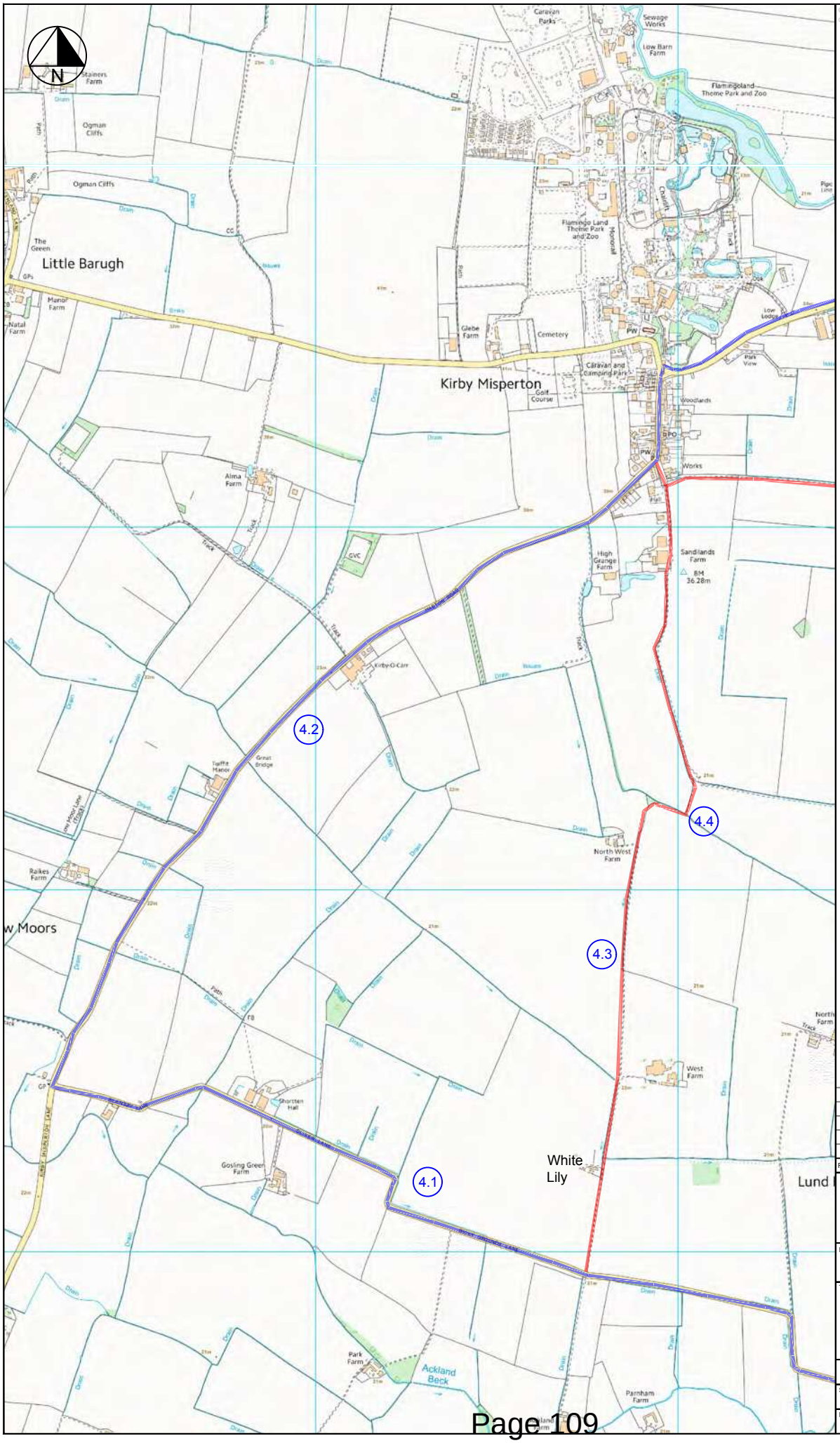
MR	RD	01/10/2016	NTS

Status:

Drawing No: T116-YH-DR-02

Revision:



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Project: MALTON TO PICKERING

Title: ROUTE ALIGNMENT

RIGGS ROAD TO KIRBY MISPERTON

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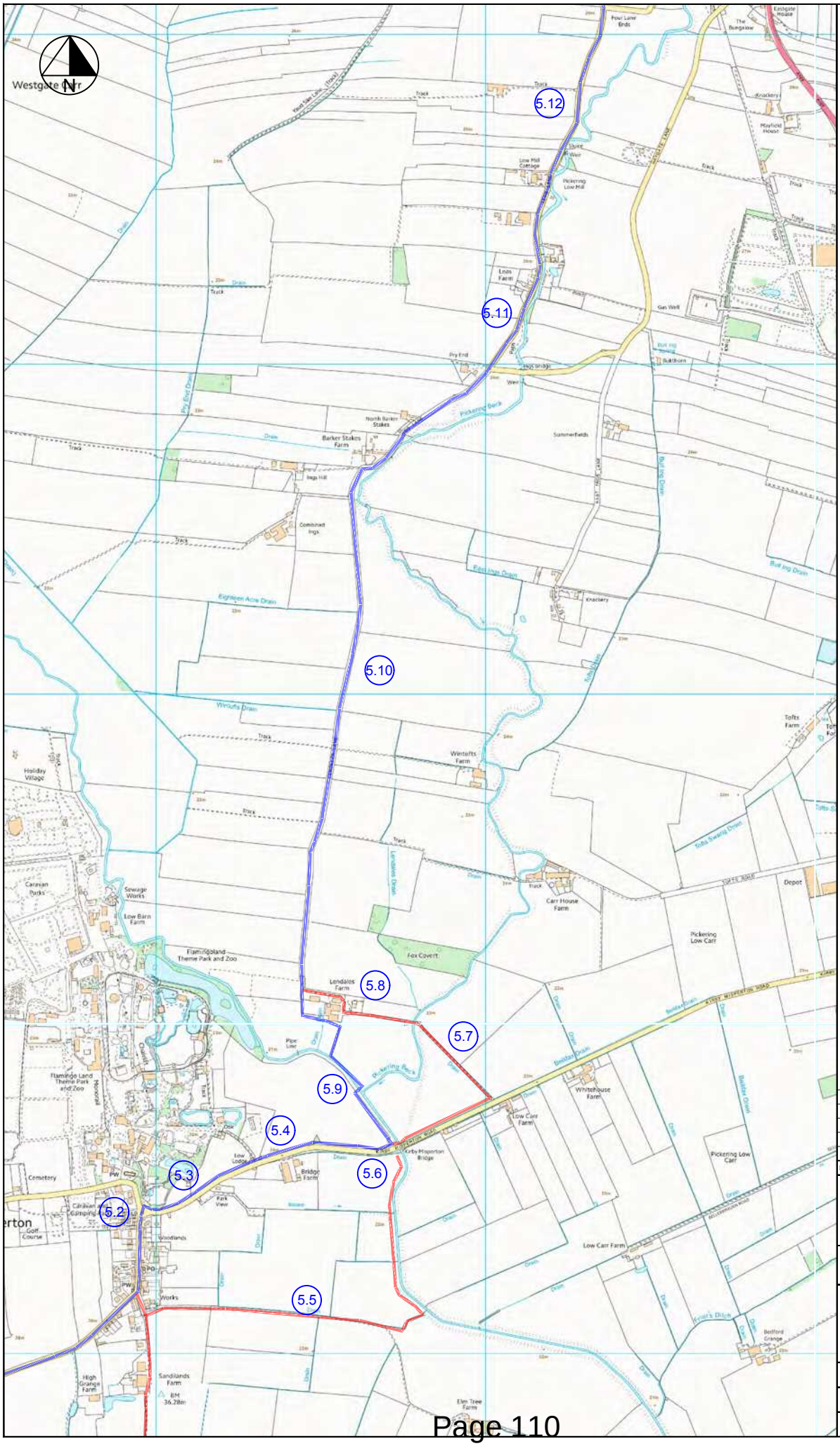
MR	RD	01/10/2016	NTS

Status:

Drawing No: T116-YH-DR-03

Revision:



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	Alternative Aligment (see main doc)
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Project:
MALTON TO PICKERING

Title:
ROUTE ALIGNMENT

KIRBY MISPERTON TO FOUR LANE ENDS

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MR	RD	01/10/2016	NTS

Status:

Drawing No: T116-YH-DR-04

Revision:

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	Alternative Aligment (see main doc)
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Project: MALTON TO PICKERING

Title: ROUTE ALIGNMENT

KIRBY MISPERTON TO PICKERING

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Status:

Drawing No: T116-YH-DR-05

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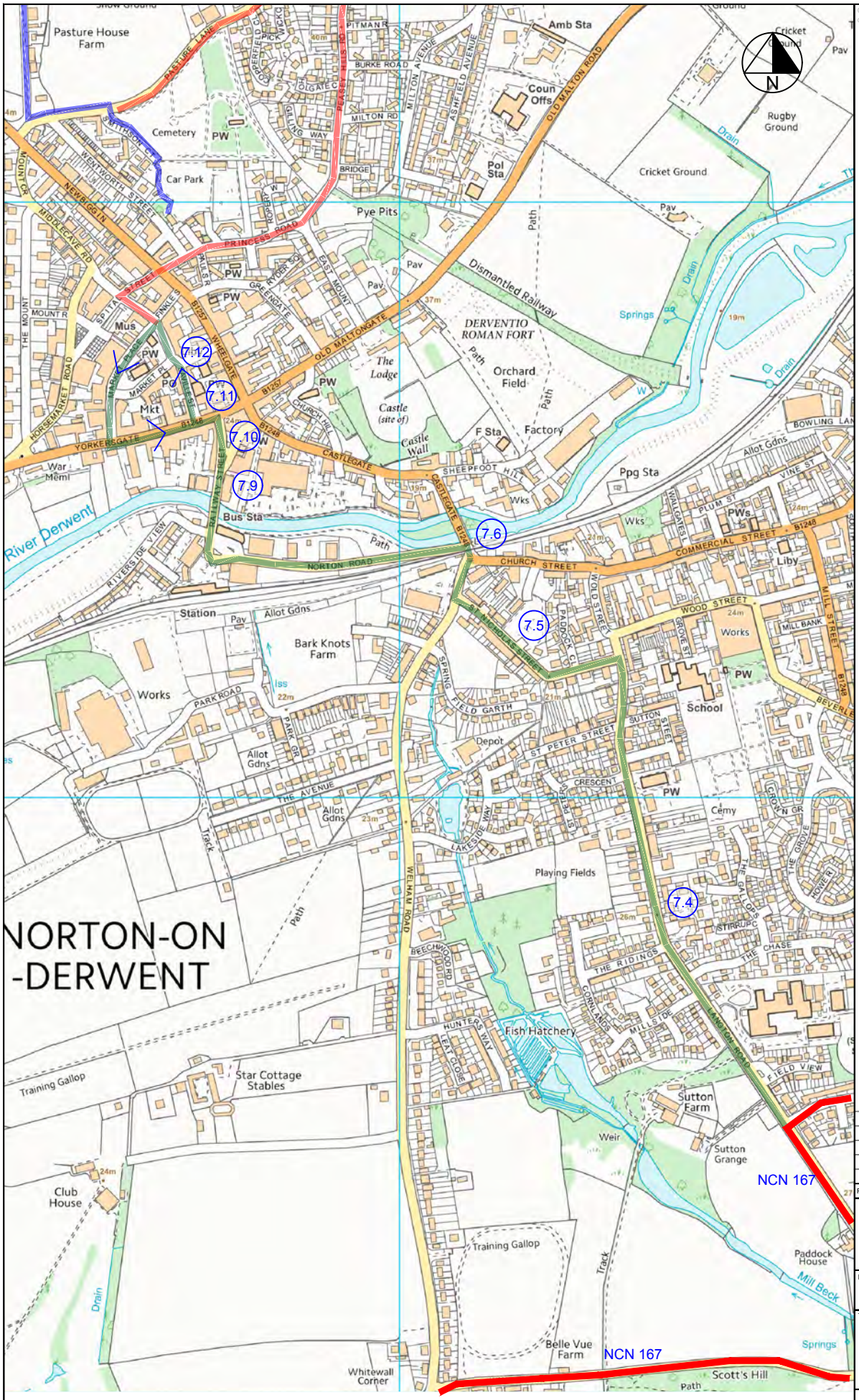

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1.3. No works will take place until all stakeholders have been consulted.

Key:	
	Proposed Alignment
	Route Connecting to Norton and NCN167
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Rev	Description	Drawn	Date

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Project:
MALTON TO PICKERING

Title:
ROUTE ALIGNMENT

LINK TO MALTON STATION AND NORTON

Drawn:	Checked:	Date:	Scale at A4:
MR	RD	01/10/2016	NTS

Status:

Drawing No: T116-YH-DR-05

Revision:

RYEDALE DISTRICT COUNCIL

PART B:	**RECOMMENDATIONS TO COUNCIL**
REPORT TO:	**PLANNING COMMITTEE**
DATE:	**11 OCTOBER 2017**
REPORT OF THE:	**GARY HOUSDEN HEAD OF PLANNING**
TITLE OF REPORT:	**THE RYEDALE PLAN. LOCAL PLAN SITES DOCUMENT AND POLICIES MAP.**
WARDS AFFECTED:	**ALL**

EXECUTIVE SUMMARY

1.0 PURPOSE OF REPORT

1.1 For Members to agree the Local Plan Sites Document and Policies Map for formal publication and submission for independent examination. Members are aware that the examination is the formal process that is designed to scrutinise the 'soundness' of the documents to ensure that they are capable of adoption as part of the Development Plan.

2.0 RECOMMENDATIONS

2.1 It is recommended that:

(i) The Sites Document at Appendix 1 of this report is agreed for formal publication and submission for examination

(ii) The Policies Map at Appendix 2 http://www.ryedaleplan.org.uk/local-plan-sites/local-plan-sites-document of this report is agreed for formal publication and submission for examination

(iii) Members note the summaries of the comments received following consultations in 2015 and 2016 at Appendices 3 and 4 http://www.ryedaleplan.org.uk/local-plan-sites/local-plan-sites-document

(iv) Authority is delegated to the Head of Planning in conjunction with the Chairman of the Planning Committee to make any necessary minor typographical and grammatical changes to the Sites Document and to correct any technical mapping inaccuracies and glitches prior to the formal publication of the documents

(v) Authority is delegated to the Officer team to provide a response to all questions, issues and matters raised during the examination and to the Head of Planning to agree minor modifications to the Plan and Main Modifications for consultation as part of the examination process

(vi) Delegate Authority to the officer team to make a request to the Inspector appointed to examine the Plan to recommend, if necessary, modifications to the documents which would make them sound

(vii) To update the Local Development Scheme in order to specify the dates for the subsequent formal stages in the process as outlined in paragraph 6.34

3.0 REASON FOR RECOMMENDATION

3.1 To progress the completion of the Development Plan for the period 2012-2027.

4.0 SIGNIFICANT RISKS

4.1 Members are aware that the policies of the development plan will be challenged through the examination process and that there are a range of risks inherent in the plan-making process. However, it is considered that there are no specific risks associated with the recommendations of this report. Indeed, it is considered that there are greater risks associated with not progressing the submission of the documents.

5.0 POLICY CONTEXT AND CONSULTATION

5.1 Members are aware that the Ryedale Plan - the development plan for Ryedale is to consist of a number of Development Plan Documents. The Sites Document and Policies Map are key parts of the Ryedale Plan. The Sites Document contains site specific development and protection policies which are aligned to the strategic policies in the Local Plan Strategy. The Policies Map is designed to replace the 2002 Ryedale Local Plan Proposals Map. It is the purpose of the map to illustrate geographically the application of the policies in the development plan (the adopted policies in the Local Plan Strategy as well as the proposals in the Sites Document.) The new map has been produced to be used electronically.

5.2 The Ryedale Plan contributes to the delivery of a number of priorities in the Council Plan and Community Strategies. It also facilitates the delivery of the strategies of partners including, for example, the Local Economic Partnership.

5.3 Once agreed by Members, the documents will be published for a formal period of consultation. All of the 'proposed submission documents' will be made available as part of this process. These include the Sites Document, the Policies Map, the Sustainability Appraisal Report, a consultation statement and other supporting documents. The representations received will be submitted to the examination along with the documents and considered as part of the examination process.

5.4 The policies and proposals in the Sites Document and reflected on the Policies Map, have been directly informed by all of the consultation on the Ryedale Plan which has been on-going since 2009. In particular, this includes the Sites and Strategy public consultation in Summer 2009 as well as consultation on Preferred Sites and Site Options in October 2015 and consultation on Visually Important Undeveloped Areas

(VIUA's) in October 2016. In addition, since the adoption of the Local Plan Strategy in 2013, on-going consultation with all statutory consultees as well as landowners and developers has helped to inform the policy choices proposed in the Sites Document.

6.0 REPORT

Local Plan Sites Document

6.1 The Sites Document is the element of the Development Plan that will contain site specific policies. These include policies for the protection of specific sites as well as land allocations to meet the development requirements which are already established in the Development Plan as part of the Local Plan Strategy (LPS). Members are familiar with the Local Plan Strategy and are aware of the level and type of development that the District needs to plan for. It is important to note that the process of preparing the Sites Document is not an opportunity to revisit or revise the development requirements that the District already is committed to planning for through the policies of the LPS.

6.2 Members are also aware that the site selection process has been an iterative process over a number of years and has been informed by a range of information relating to:

- the amount of development to be provided in different places
- the social, economic and environmental merits of sites individually and in combination (derived for example, from technical studies or statutory consultees)
- the deliverability of sites (including confirmation that landowners have made sites available and are aware of policy implications and the operation of the Community Infrastructure Levy)
- technical evidence
- public consultation responses

6.3 Much of this information has been compiled and held as part of the 'Site Selection Methodology' (SSM). It is designed to assess the individual merits of sites and to allow the comparative merits of sites to be considered. The SSM was itself subject to consultation prior to its application and is, in effect, the sustainability appraisal which has been used to inform site choices. Members are familiar with the application of the SSM. The assessment of sites using the SSM was the subject of briefings prior to the consultation on preferred sites and site options at the end of 2015 and the SSM tables were made available as part of that consultation. The SSM tables are continually updated to reflect the on-going receipt of information and consideration of that information. The latest SSM tables are appended to the Sustainability Appraisal Report.

Proposed development sites - Housing

6.4 The Sites Document at Appendix 1 includes a list of proposed housing land allocations in Policy SD2. Members are reminded that the proposed amount of land allocations is a function of:

- how much housing has already been developed since the start of the plan
- the sites that have planning permission for residential development
- policy approach in the LPS to ensuring the plan has sufficient flexibility in its land supply to deliver planned housing requirements with certainty

6.5 Members are aware that the Local Plan Strategy commits Ryedale to delivering a target of 200 homes per annum (a minimum of 3,000 homes between 2012-2027). To provide flexibility in order to ensure that planned housing requirements will be delivered, it commits the authority to identifying an additional 20% supply (600 homes); to identifying land to meet the full housing requirement and by identifying this land at those places where the plan directs growth (the Market Towns and Service Villages). The aim is to provide sufficient flexibility and choice in the land supply to ensure that planned requirements are met with certainty and to provide flexibility if any committed sites (sites with planning permission) fail to come forward. Members are also aware that the more flexibility that is built into the plan in terms of housing land supply, the more likely the Local Planning Authority will be able to continually demonstrate a deliverable 5 year housing supply in the plan period.

6.6 Against this background, taking account of completions and existing commitments at the Market Towns and Service Villages, there is an outstanding requirement to plan for/ allocate land for circa 1,081 dwellings. The proposed sites included in Appendix 1 amount to an indicative yield of circa 1, 097 dwellings. These figures do not take into account any future housing which comes forward from windfall/unanticipated sources or from housing that will be delivered within the area of Helmsley within the National Park.

6.7 Consultation on site options for the market towns and preferred sites for the villages was undertaken at the end of 2015. The consultation was used to explain the reasons why individual sites and combinations of sites had been taken forward for further consultation as well to outline why other sites had been discounted from the process. A summary of the responses received to that consultation is Appendix 3 of this report. The consultation, together with further technical information and/or deliverability information has enabled officers to recommend residential land allocations. This has been the subject of recent briefings for Members and is outlined in summary below.

6.8 Two sites are recommended as housing land allocations at Malton and Norton - the large Norton Lodge Site and the Ryedale House site. Members will recall the 2015 consultation consulted on two broad options for addressing residual housing requirements at Malton and Norton - a Norton emphasis (using the Norton Lodge site) or a Malton emphasis (using land at Castle Howard Road and Peasey Hills). The options were identified on the basis that they provided the only opportunities to provide land for additional primary school provision which is necessary to cater for additional growth at either town. Clearly, as is evident from consultation responses at Appendix 3, there are a range of views opposing or supporting either of these options for a variety of reasons.

6.9 On balance, the decision to recommend the allocation of the Norton Lodge site has been informed by a number of considerations, but in particular:

- Highway modelling that indicates benefits associated with the Scarborough Road-Beverley Road link road that will be provided as part of the scheme
- The ability to access the site to and from the Brambling Fields full movement junction
- Commitment of developers to delivering a policy compliant affordable housing contribution, land for new primary school provision and the link road
- Deliverability of the site which is currently being promoted by two major housebuilders
- Site is less sensitive in landscape terms than alternative options/choices

6.10 The redevelopment of the Ryedale House site provides a rare opportunity to provide additional housing in Malton on a previously developed site without a significant net increase in road traffic. The site also lends itself to the provision of some flats which form a very small proportion of the existing housing stock in the District. The deliverability of the site is informed by confirmation that the site would be attractive to the market and that social housing provider partners have indicated an interest in working with the Council on the redevelopment of the site. The Ryedale House site was not a site that was identified as part of the Malton site 'option's package in 2015. Although the site has been put forward for consideration through the plan making process, at that time it was considered that insufficient information was available to demonstrate that the site would be developable. Whilst, the Council has not finalised decisions in terms of its asset review, a decision to allocate the site would help to confirm the sites availability and is consistent with the recent decision to prepare a business case to support the move to new premises and for housing to be built on the Ryedale House site.

6.11 Two residential sites are proposed at Pickering. In summary, they are the sites which are considered to be the most appropriate combination of sites to deliver residential development requirements whilst at the same time minimising the loss of historic strip field systems. These sites are two of three sites which were consulted on in 2015 as preferred site options. The third site - the large site for circa 300 homes off Firthland Road is not included as a proposed allocation in the Plan. The site had been progressed on the basis that it provided, amongst other things, the opportunity to secure land for new primary school provision at the Town. North Yorkshire County Council has recently reviewed the position in relation to school places and there is no longer a requirement for a new school to meet the needs arising from the scale of development left to plan for. It is considered that this does alter the balance between the need to release a site and to continue to protect sites that form the historic strip field system in Pickering which the Plan aims to protect. It should be noted that the two proposed site allocations can also be directly accessed from main roads.

6.12 In terms of Kirkbymoorside, Members will recall that two distinct options for meeting residential requirements at the town were consulted on in 2015. A package of small sites around the towns or an alternative option of allocating land to the south of the A170 in order to help facilitate the relocation of the Sylatech business. Sylatech has stated that this development option is critical to the firm's plans to relocate to Pickering. Officers are of the view that to date, it has not been demonstrated to any convincing extent that the latter option would result in the relocation of the business and which would justify the growth of the town in a direction which is generally contrary to the Local Plan Strategy. For this reason, the alternative option of using a package of smaller sites has been progressed and on that basis three small sites are proposed for allocation at Kirkbymoorside. It should be noted that this does not prevent the Sylatech business and adjacent landowners from progressing development to support the relocation of the business through the planning application process.

6.13 Two sites are proposed for allocation at the Service Villages. The land to the south of Aspen Way, Slingsby was consulted on as a Preferred Site at the end of 2015. However, the proposed site allocation at Amotherby is different to the site which was consulted on as a Preferred Site last year. This follows the receipt of further information confirming that the site adjacent to the school is deliverable and that the landowners are prepared to make land available for a kiss and drop facility for the school to relieve traffic pressure in the village which is associated with the school.

This has meant that the site performs better than competing sites in Amotherby in the site selection methodology. Additionally, further information relating to the site (between BATA and the church) which was identified previously as a preferred site has cast significant doubt over the extent to which constraints, particularly noise can be addressed.

Proposed development sites - Employment and Retail

6.14 The draft Sites Document recognises that existing commitments address most of the outstanding need for further land for employment and retailing. For the reasons outlined in the document, the allocation of employment land is limited to land south of the existing Thornton Road Industrial Estate, Pickering and a 'broad location' for future employment development is indicated in the Eden Camp area of Old Malton, to be released if required in the plan period. In terms of retailing and in summary, it is proposed that the Malton Town Centre Commercial Limits are expanded to include the existing Livestock Market Site (LMS) and that outstanding space requirements for non-food retailing are met through the redevelopment of buildings and space within Town Centre and Northern Arc. The approach is aimed at facilitating the redevelopment of the LMS site and is proposed in the context of the recent history of applications for retailing at the Town.

6.15 Members are aware that three sites for the expansion of existing businesses (BATA at Amotherby; Malton Foods at Amotherby and Sylatech, Kirkbymoorside) were identified under the previous development plan. Each of these businesses have confirmed that they may still be required by these companies in the future. Clearly however, the sites have not been required to any significant extent to date. So as not to prejudice the long term operation of these business it is considered that the expansion sites should continue to be identified in the plan. However it is considered that the Development Limits (drawn around these expansion sites) should be pulled back to the existing boundaries of the business site. This will ensure that the principle of development for other uses is not established in the event that the sites continue to not be needed.

Proposed additional Visually Important Undeveloped Areas (VIUA's)

6.16 Members are aware that VIUA's are a longstanding local policy designation in the Development Plan which area aimed at protecting undeveloped spaces that are considered to contribute significantly to the character and form of settlements.

6.17 Following a report to Planning Committee in September 2016, consultation on a number of potential new VIUA sites was undertaken. The responses received are summarised at Appendix 4 of this report. In general, the proposed sites have been well received by local communities and local councils, but have met with some opposition, for the most part, from landowners and their representatives. The proposed VIUA sites were at Welburn; Slingsby; Amotherby; Hovingham; Ampleforth; Pickering; Norton and Old Malton.

6.18 It is considered that the sites proposed as VIUA's in 2016, meet the purpose of the designation. Development requirements for the plan period can be met without requiring these sites and for these two reasons, they are proposed as new VIUA sites in the Sites Document.

6.19 As part of the consultation, a number of additional sites have been proposed as VIUA's by respondents. These are:

- Land at Folliott Close, Malton
- Land to the south of Westgate Lane, Old Malton and north of Peasey Hills, Malton
- Land to the north and south of Castle Howard Road, Malton and within the A64
- Land to the north of Middleton Road, Pickering
- Land to west of Welham Road, Norton and east of Langton Road, Norton

6.20 Members will be aware that the Castle Howard Road Sites and the site to the north of Peasey Hills are sites that the Council has consulted on as the development option for the Principal Town which provide a Malton emphasis. The application of the Site Selection Methodology has recognised that the Castle Howard Road sites have landscape merit and, that as fields on the edge of the Town they form part of the setting of the Town. Similarly, the SSM recognises that the open nature of the land north of Green Lane at Peasey Hills contributes to the setting of Old Malton and its Conservation Area. Notwithstanding this, the sites were consulted on as a development option 'package' on the basis that they represented a site combination which would allow residual development requirements to be provided at the Principal Town with the ability to secure land for additional primary school provision.

6.21 The completion of the Site Selection process and supporting technical evidence, has enabled Officers to recommend the allocation of the Norton Lodge site to address, for the most part, the development requirements of the Principal Town. Land at both the Castle Howard Road and Old Malton are not required to address residential requirements for this plan period and the extent to which these sites may be required in the longer term will depend on the development strategy of a future plan and the role of Malton as determined in a future planning strategy. Against this context as well as consultation responses seeking their designation as VIUAs, it is appropriate for this Plan to consider the merits of these sites as VIUAs.

6.22 In terms of the Peasey Hills site, representations have been received which make the point that the contribution that the land to the north of Peasey Hills makes to the setting of the Grade 1 Listed St Mary's Priory Church had been underestimated in Site Selection Methodology. Officers have revisited the site in the light of comments made and have revised the SSM. There are points along Westgate Lane and Rainbow Lane which afford significant views of the church across the site. It is considered that the contribution of the site to the setting of the listed asset had been previously under estimated and therefore, the SSM has been revised accordingly.

6.23 For the reasons outlined above, the land to north of Peasey Hills is now proposed as new VIUA designation in the draft document.

6.24 Officers have considered consultation responses which seek the designation of the Castle Howard Road sites. The sites do provide an attractive rural edge to the town and have strong landscape character. However, it is considered that the sites do not provide a strong appreciation of the traditional form and character of the town and in this respect, in an undeveloped state they do not make a significant contribution to the setting of the Town and the role of setting in helping to appreciate the form and character of the town and in the identification of VIUA's.

6.25 Officers have also considered requests to designate land to the north of Middleton Lane in Pickering and further open land around the edge of Norton as VIUA's. The land at Pickering is already identified as an Area of High Landscape Value in the Plan and is similar in character to much of the wider area to the north of the and west of the Town. It is considered that in itself, the open nature of the site, whilst forming part of the setting of the Town does not make a significant contribution to the built form and character of the Town. In this respect, it is considered that the site itself does not make a significant contribution to the setting of the Town and the role of setting in helping to identify VIUA's.

6.26 Whilst Officers appreciate the reasons why further land at Norton has been requested as a VIUA, particularly in relation to impact on the horse racing industry, this is not in itself a reason for the designation. It is considered that wider stretches of land further to the west of Welham Road and east of Langton Road have less of an influence on an appreciation of form and character of Norton (and Malton) and in this respect, they make a limited contribution to the setting of the Town and the role of setting in helping to identify VIUA's.

6.27 The land at Folliott Ward Close is considered to contribute to the form and character of this part of Malton and on that basis, has been included as a new VIUA in the Sites Document.

6.28 Inevitably proposed new VIUA's will attract formal objections from some parties and the merits of the proposed new VIUA's will be considered as part of the examination process.

Policies Map

6.29 The Policies Map provides a geographical illustration of the policies of the Ryedale Plan and has been produced as an electronic interactive map. On adoption it will replace the 2002 Proposals Map.

6.30 All of the development land allocations proposed in the Sites Document together with new proposed VIUA's and committed development schemes are shown on the map.

6.31 Existing policy tools such as Development Limits, Town Centre Commercial Limits and Areas of High Landscape are carried forward by the Local Plan Strategy and are mapped accordingly. Changes to these are limited to:

- consequential amendments to boundaries as a result of the proposed allocation of land or to reflect committed development sites
- to address cartographical anomalies in the mapping of the 2002 Proposals Map; Ordnance Survey positional accuracy and minor adjustments to the National Park boundary which have been made since previous maps were prepared.

6.32 A summary of the main changes to the Policies Map is as follows:

- Inclusion of proposed development sites;
- Inclusion of new VIUA's;
- Repositioning of development limits to take account of new development sites and committed development schemes;
- Repositioning of development limits to exclude land identified for the expansion of existing employers;

- Inclusion of the broad area of the 'Northern Arc';
- Repositioning of the Malton Town Centre Commercial Limits to take account of the committed development scheme on the Livestock Market Site;
- Identification of further sites as existing employment areas and areas of open space to reflect up to date information;
- Adjustments to the boundaries of the following VIUA sites: land at Old Malton; grass verge, Thornton-le-Clay; land to the north of the A170, Ebberston; land to the East of the Cricket Pitch, Flaxton; Land to the south of Old Malton Road, Staxton and;
- The following sites are no longer shown as VIUA's:
    - The Showfield, Malton
    - Land South of Coronation Farm, Old Malton
    - Land to the east of Beckett Close and west of Station Road, Nawton
    - The Lodge, 103 Middleton Road, Pickering

Local Development Scheme

6.33 It is a procedural requirement that development plan documents, such as the Sites Document and the Policies Map are produced in accordance with the Council's Local Development Scheme (LDS). The LDS specifies that these documents will be produced by the Council. A resolution to agree the documents for publication and submission will enable the dates for these key milestones to be updated and confirmed in the LDS.

6.34 It is considered that the LDS should be revised to show the following milestones:

- Publication - November 2017
- Submission - March 2018
- Anticipated Adoption - December 2018

7.0 IMPLICATIONS

7.1 The following implications have been identified:

a) Financial
Budget provision exists for examination costs based on estimated costs.

b) Legal
The Sites Document and Policies Map will form part of the Development Plan for Ryedale on adoption

c) Other (Equalities, Staffing, Planning, Health & Safety, Environmental, Crime & Disorder)
A range of assessments including, Sustainability Appraisal and Strategic Environmental Assessment and Habitat Regulation Assessment have been undertaken to inform the preparation of the Ryedale Plan.

8.0 NEXT STEPS

8.1 A range of administrative tasks and supporting documentation need to be completed before the plan can be formally published. Publication of the documents is a formal stage of consultation for six week period. The representations received at this stage are those that are considered during the examination period. It is anticipated that the documents will be submitted for examination in March 2018.

8.2 Prior to the formal publication of the Plan, the next meeting of Planning Committee (October 2017) will be asked to consider and finalise detailed responses to the comments received following the previous Site Options and VIUA consultations.

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Background Papers:
Planning Committee Reports: 27 September 2016; 31 March 2015 and 28 April 2015
Sites Consultation material (2015)
VIUA Consultation material (2016)
Ryedale Plan Local Plan Strategy
Technical Evidence Documents
Habitat Regulation Assessment
Sustainability Appraisal Report

A number of the background papers are available for inspection at: www.ryedaleplan.org or are available in the Members Room.

A paper copy of the Report and Appendices are also available in the Members Room.

Ryedale Plan - Local Plan Sites

Development Plan Document

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- Policy SD16 Visually Important Undeveloped Areas (VIUAs)

Appendices

Appendix 1 - Saved (Ryedale Local Plan 2002) policies superseded by policies in this document.

Appendix 2- Residential completions, commitments, residual requirements and proposed allocations by location

1. Introduction

1.1 This document has been produced as part of the Ryedale Plan - the development plan or 'local plan' for the area which covers the period 2012-2027. It contains site specific policies for the development of land within this period for a range of land uses. It also includes a limited number of site specific protection policies.

1.2 Sites have been identified or allocated for development in this document in order to ensure that the amount of development that the District is committed to providing to 2027 is achieved within this period.

1.3 The Local Plan Strategy (LPS) was the first document to be produced and adopted as part of the Ryedale Plan. The strategy document is that part of the development plan which established the amount and type of new development required within the plan period to 2027. It provides a strategic planning policy framework, including settlement hierarchy and principles for the development and growth of different settlements to guide the identification of site specific development sites in this document. The Local Plan Strategy was adopted on 5 September 2013 following an examination process which spanned the introduction of the National Planning Policy Framework and which found it to be fully compliant with national policy. Against this background, this document has been produced to comply with and to deliver the adopted Local Plan Strategy.

1.4 This document does not allocate specific development sites at Helmsley. Helmsley is identified as a Local Service Centre in the Local Plan Strategy although site specific policies for the Town are included in the Helmsley Plan. The Helmsley Plan is a development plan document which has been jointly prepared by the District Council and the North York Moors National Park Authority to ensure a consistent and holistic approach to planning in the town. This is because the boundary of the National Park runs through the Town and each authority is a Local Planning Authority. The Helmsley Plan was adopted on 9 July 2015 and forms part of the Development Plan for Ryedale..

1.5 It is important to note that the allocation of a site for a particular use in this document is not the same as receiving planning permission for the development of the site. A land allocation is intended to provide policy support in principle for the use of the site. Planning permission will still be required for the specific use/uses for which a site is allocated.

1.6 A new Policies Map has been prepared in conjunction with the preparation of the Sites Document . The Policies Map illustrates geographically the policies in the Local Plan Strategy and the site specific policies and proposals in this document.

1.7 The Local Plan Strategy replaced the majority of the saved policies of the previous Ryedale Local Plan (2002). This document is designed to supersede the remaining saved policies. These are listed in Appendix 1.

2. Land for Housing

2.1 Policy SP2 of the Local Plan Strategy (LPS) establishes the amount of new housing to be delivered in Ryedale to 2027. It sets out how this is to be distributed across the settlement hierarchy (Policy SP1) and identifies the amount of new housing which will be provided at each of the different towns and some villages. Policy SP2 also lists the sources of new housing that will address housing requirements in different parts of the District.

2.2 The District Council, as Local Planning Authority is committed to ensuring the delivery of 200 homes per annum and a minimum of 3,000 new homes over the plan period. The LPS makes it clear that a sufficient and flexible supply of housing land will be identified in order to ensure these requirements are met. On this basis, the Council is committed to identifying sufficient land in full to meet housing requirements . An assumption for an amount of housing coming forward from future unanticipated or 'windfall' sources will not be used to reduce the amount of land that will need to be identified for new housing.

2.3 In order to deliver a positive strategy for housing growth, Policy SP2 aims to direct the housing land required to meet housing requirements to those settlements which are expected to accommodate planned growth in the settlement hierarchy. The policy also proportionally distributes the minimum housing requirement of 3,000 dwellings across these settlements.

2.4 Furthermore, the Council is committed to identifying a further 'supply buffer' as part of the plan making process which is the equivalent of an additional 20% of the District's planned housing requirement (600 homes). This is to build flexibility into the plan in a plan-led way. To ensure that this additional supply buffer complements the strategic approach of the plan, this additional supply is identified at those settlements in the settlement hierarchy where the Plan directs housing growth.

2.5 As well as the approach to housing land supply, the LPS establishes a local policy approach (The 'Zone of Tolerance') which supports the delivery of an additional 25% (750) of homes over and above the minimum 3,000 requirement. Together, the approach of the Zone of Tolerance and the plan-led supply buffer work together to:

- ensure that 200 dwellings per annum are delivered annually with consistency and certainty
- provide a plan-led approach to supporting and managing the delivery of 3,000 homes as a minimum requirement which reflect sustainability parameters and tolerances at the main towns
- To provide flexibility for the plan in the event that housing requirements increase or if committed housing sites fail to come forward.
- To avoid under delivery and subsequent overly complicated arguments in appeal situations which can lead to an undermining of the development plan and a plan-led approach to managing development in Ryedale.

2.6 In order to establish how much land should be allocated for housing in this document to accord with the LPS , account has been taken of the number of new homes completed since the start of the plan (2012) and of housing commitments (sites with planning permission for housing and which can be under construction or not started).

2.7 The LPS commits to the provision of at least 150 new homes at Helmsley for the plan period. The adopted Helmsley Plan identifies land for approximately 190 new homes at the town. This is under a joint arrangement with the North York Moors National Park Authority to provide land for housing identified in the Local Plan Strategy across both planning authority areas through the Helmsley Plan. Additional sources of supply including 'windfall' development and plots with planning permission at the point the plan was adopted will also contribute to the delivery of additional homes. There is no requirement for this document to identify further housing land at Helmsley.

2.8 In summary, 1274 (net) dwellings have been completed across the District since 1 April 2012 and at 31/3/17, commitments (planning permissions and land allocations in the Helmsley Plan) existed for a further 1,416 (net) dwellings. Taking account recent permissions and significant minded to approve decisions (for 52 dwellings at Firthland Road, Pickering; 26 dwellings at East Hill House Farm, Thornton-Le-Dale; 12 dwellings at Peckets Yard, Sheriff Hutton and 87 additional dwellings on the Showfield, Malton) this rises to a committed supply of 1,593 dwellings. This figure is reduced to 1,531 to take account of the fact that one major committed site is not considered to be deliverable (the ATS site in Norton for 62 units). In total 2,475 completions and commitments are at the Market Towns and Service Villages. Appendix 2 illustrates the position.

2.9 Existing commitments account for a significant proportion of the housing land supply for the plan period. All large site commitments which are either under construction or which have planning permission and are not started are identified on the Policies Map. The majority of existing large site commitments are sites that have been granted planning permission by the Local Planning Authority in advance of the completion of this document. For the most part, this has been to ensure that a sufficient supply of deliverable housing land is continually available to meet housing requirements. All of these sites have been released in locations which broadly support the delivery of the plan's spatial strategy (Policy SP1) and principles for guiding development at the Towns. In a limited number of circumstances, sites have been released on appeal, after the Local Planning Authority had made a decision to refuse planning permission.

2.10 Whilst many of the sites that have been granted planning permission for residential use are now under construction, the development of a limited number of sites has not started. Each of these sites have been assessed alongside other sites that have been put forward by landowners as part of the plan-making process. This has helped to inform whether the sites can continue to be relied upon as deliverable or developable sites should the current permission expire or whether alternative sites should be identified. Following this, only the current permission at the ATS in Norton for 62

units is not relied upon for calculating residual housing requirements. Policy SD1 aims to ensure that large site commitments are treated as land allocations in the event current permissions expire.

SD1: Existing Residential Commitments

Residential development sites shown on the Policies Map as existing residential commitments will continue to be supported in principle, for residential development which is consistent with a site's existing permission

2.11 Housing Land Allocations are listed in Policy SD2. Each of the sites have been selected from a large number of sites that have been put forward by landowners as part of the plan-making process. Site Specific choices have been made using a range of information. This includes the use of a Site Selection Methodology which has been compiled for this purpose and by taking account of:- the aims and objectives of the Ryedale Plan and the principles for guiding development at the settlements which are established in the Local Plan Strategy; consultation responses and; residual housing requirements.

2.12 The Site Selection Methodology (SSM) was devised in consultation with a range of stakeholders to assess the sustainability credentials of individual sites and the deliverability and availability of individual sites. The SSM is , in effect, a sustainability appraisal framework for the assessment of sites. It uses settlement specific sustainability issues to enable comparisons of the merits/ disbenefits of sites to be drawn. The ability of sites to address the objectives of the Ryedale Plan has also informed the selection of sites.

SD2 Residential Land Allocations

The following sites are allocated for residential development and are identified on the Policies Map.

Settlement	Site	Area (Ha)	Indicative Yield
Principal Town			
Malton and Norton	Land to the east of Beverley Road	24.29	600 (540 in the plan period)
	Land at Old Maltongate (Ryedale House Site)	1.44	60
Local Service Centres(Market Towns)			
Pickering	Land to the east of Whitby Road	8.58	250
	Land to the east of Malton Road	3.7	110
Kirkbymoorside	Land to the south of Swineherd Lane	1.46	35
	Land to the north of Keld Head Close	0.85	18
	Land to the north of Swineherd Lane (The Old Brickworks)	0.38	8
Local Service Centres(Service Villages)			
Amotherby	Land to the south of Amotherby Primary School	2.83	40
Slingsby	Land to the south of Aspen Way	1.71	36

The yield identified for each site is indicative and the precise number of residential units to be provided on each site will be determined at the planning application stage.

2.13 The allocations at Malton and Norton will contribute to the delivery of significant infrastructure improvements and , in combination, will enable a choice and mix of new homes to be provided. The Norton Lodge site will provide a link road between Scarborough Road and Beverley Road which is recognised as necessary for the delivery of the site, and also a significant strategic transport improvement for the Principal Town. Whilst the road is not a bypass, the provision of the road together with the location of the site which enables access using the Brambling Fields A64 junction helps to mitigate the impact of traffic on the central road network. The site has also been promoted on the basis that land will also be made available for educational purposes. Additional primary school capacity is necessary to address the requirements arising from the cumulative planned growth of the Principal Town. The site is also considered to be less sensitive in landscape terms than comparable alternatives.

2.14 The Ryedale House site complements the Norton Lodge site and existing committed sites in that in terms of design and character, the site is appropriate for the provision of some flats/apartments, which do not form a significant element of the District's existing housing stock. The redevelopment of the Ryedale House site would also have the advantage of supporting additional residential development at the Town without significant net increases in traffic given that the site is in an existing use as offices. It also provides an opportunity to develop housing on a previously developed site.

2.15 The combination of sites identified at Pickering reflect objectives of the Ryedale Plan, to minimise the impact of development on historic medieval field patterns which are a characteristic feature of Ryedale's northern Market Towns (and Pickering in particular) and a significant heritage asset. The sites at Whitby Road and Malton Road will ensure that further residential development can be accommodated at the Town without impacting upon the medieval strip field system. Both sites provide good access to the existing road network

2.16 The housing sites allocated at Kirkbymoorside reflect the limited availability of deliverable sites in locations that reflect the principles for the development at the town in the Local Plan Strategy and the fact that there is a large single site commitment at the town at Westfields.

2.17 The approach to the allocation of sites for residential uses at the Service Villages reflects the strategy of the plan (Paragraph 3.30 of the Local Plan Strategy) to ensure that planned housing requirements are distributed across the Service Villages and not focussed in relatively few settlements. As well as the availability of sites and suitability of sites, particularly in terms of the character of villages, account has been taken of existing commitments and any recent history of housing development in each of the service villages.

2.18 Where developers and landowners have supported the promotion of sites with indicative development/layout details, these have been used to inform the indicative site yields from allocated sites. For the most part this work has revealed densities at approximately 35 dwellings per hectare. For other sites, yields have been estimated using a minimum indicative density of 30 dwellings to the hectare (and applying a x 0.7 developable area factor to take account of site infrastructure). Although the Plan does not prescribe density standards, the majority of housing sites on the edge of existing towns and villages will be built at moderate densities and on that basis, 30 -35 dwellings to the hectare is considered to be a reasonable basis for assuming indicative yields. The yields are indicative, and clearly this does not prevent sites being delivered at a higher density, if in design and character terms this would be appropriate. Overall, however, it is considered that the approach taken has not over estimated the yield from the allocated sites but rather, it represents a relatively conservative approach.

2.19 Policy SD2 provides for the delivery of circa 1,157 dwellings from allocated sites, with 1,097 of these anticipated within the plan period. Taking account of completions and commitments on a District- Wide basis, this means that there is the potential for approximately 3,900 homes to be built within the plan period across the District which does not include additional homes coming forward from small site windfalls arising across the plan area or from housing built in the area of Helmsley which is within the North York Moors National Park.

2.20 It is anticipated that through a combination of completions, commitments and allocations, there is potential for approximately 3,572 new homes to be delivered in those locations where the plan directs new housing development. (The figure does not include the additional housing identified in the Helmsley Plan). This ensures that the proportional distribution of the housing requirement of 200 dwellings per annum is in accordance with Policy SP2 of the Local Plan Strategy. However, in allocating sites to provide for the supply buffer in addition to the residual planned housing requirement, the resulting proportional distribution does not follow precisely, the distribution established in SP2 although it continues to reflect the Plan's strategic settlement hierarchy. This is because at the time that this document is produced, a large number of housing sites have already been released in advance of the plan-making process and the choice of sites has been made against this context, changing requirements and on -going sustainability appraisal including the sensitivities and circumstances of different settlements.

2.21 The Local Planning Authority is mindful of the fact that not all planning permissions will result in housing completions and that a small proportion of the existing housing stock will be demolished as new homes are built. The Council's Strategic Housing Land Availability Assessment (SHLAA Part 1) takes account of these matters when the deliverable five year supply position is monitored annually. An assumption for demolitions and non-implementation have not been made as part of calculating the residual amount of housing land to be allocated. This is because an assumption for demolitions and non-implementation is more than made up for by the commitment to providing a supply buffer and because a small supply of housing also comes forward from small sites in the more rural locations where the plan does not direct growth.

2.22 It is considered that the housing land supply - existing commitments together with land allocations will be more that sufficient to ensure that planned rates of house building in Ryedale (200 dwellings per annum) will be delivered with confidence and that the supply is sufficient to cater for the operation of the Zone of Tolerance. Moreover, allocated sites in this plan are not phased and this, again, is designed to provide further flexibility in the maintenance of a supply of deliverable housing land.

2.23 The LPS recognises that extra-care facilities are required at some of Ryedale's towns to meet the needs of North Yorkshire County Council. The Helmsley Plan secures appropriate provision at Helmsley and a facility has been provided at Norton. North Yorkshire County Council (NYCC) has indicated that it is keen that land for such facilities is secured as part of allocated residential sites at Kirkbymoorside and Malton. This is unlikely to be achieved given that a significant proportion of sites are already committed. The current position does not necessarily preclude extra-care provision from being provided on the limited number of allocated sites in these locations, if NYCC are able to work with developers to secure provision in the longer term. However, the District Council will continue to work with NYCC to help secure provision in alternative ways including through the redevelopment of existing NYCC sites or through new purpose built sites. The allocation of the Ryedale House site adjacent to NYCC's existing facility at Malton may provide a key opportunity to co-ordinate the redevelopment of both sites.

2.24 Policy SP5 of the Local Plan Strategy commits the Local Planning Authority to identifying land for additional Gypsy and Traveller pitches if an updated assessment reveals a requirement. A recent assessment undertaken for the Council by Arc 4 has concluded that the existing Tara Park site at Malton is sufficient to meet identified needs.

2.25 Policies SD3-SD11 establish a number of principles for the development of the allocated housing sites. These are designed to reflect site specific circumstances and, in many cases a number of the principles reflect that basis on which sites were assessed as part of the plan-making process.

Housing Land Allocations. Development Principles

SD3 Housing Allocation -Land to the east of Beverley Road, Norton: Development Principles

Detailed proposals for the development of the site shall include:

- a new road linking Beverley Road to Hugden Way
- implementation of a MOVA system at the junction with Scarborough Road and Westfield Way
- 2 ha of land for new primary school provision
- a substantive landscape, visual and noise attenuation buffer between the housing development and the Malton Bacon Factory
- a Neighbourhood Area for Play (NEAP)
- integrated site and boundary landscaping to include landscape areas for play and fitness and to soften the visual impact of the scheme
- reinforcing existing connections and creating new connections to the school site and where possible , the existing built up area and the surrounding countryside
- well defined hierarchy of streets and spaces
- pedestrian and cycle only routes in and through the development to site access points, the school site and NEAP
- access from Beverley Road and the new link road
- maximise opportunities for green infrastructure, including 3 phase Sustainable Drainage Systems
- Capability for electric vehicle charging through the provision of a 13 amp electrical socket
- Lighting scheme to minimise glare, reduce energy usage, and protect amenity

SD4 Housing Allocation - Land to the west of Old Maltongate (Ryedale House), Malton: Development Principles

Detailed proposals for the development of the site shall include:

- larger scale development in block form to middle and front of the site (with potential for flatted development)
- smaller scale housing development to the rear of the site
- landscaped and tree lined setting to Old Maltongate to be retained
- design to a high specification, drawing on the architectural character and detailing of high status buildings on along Old Maltongate
- use of the existing access off Old Maltongate
- Capability for electric vehicle charging through the provision of a 13 amp electrical socket
- Lighting scheme to minimise glare, reduce energy usage, and protect amenity

SD5- Housing Allocation - Land to the east of Whitby Road, Pickering: Development Principles

Detailed proposals for the development of the site shall include:

- a built form, layout and design detailing that works with the topography and contours of the site
- integrated site and boundary landscaping to include landscape areas for play and fitness
- on-site children's play space (LEAP)
- pedestrian and cycle only routes in and through the development to the site access
- well defined hierarchy of streets and spaces
- access from Whitby Road
- scale of buildings to be limited to two storeys
  sustainable drainage system to be integrated into design which reflects the Source Protection Zone, in regards to Surface water drainage scheme and Foul water drainage scheme
- Capability for electric vehicle charging through the provision of a 13 amp electrical socket
- Lighting scheme to minimise glare, reduce energy usage, and protect amenity

SD6 - Housing Allocation - Land to the west of Malton Road, Pickering: Development Principles

Detailed proposals for the development of the site shall include:

- integrated site and boundary landscaping to include landscape areas for play and fitness
- open space/Green Infrastructure to the west of the site (as shown on the Policies Map) is excluded from the developable area to ensure the developable area is outside area at risk of flooding
- retention of the substantive boundary hedge to the Malton Road
- a strategic landscaping swath to the south of the site to define and reinforce the southern approach to the Town
- pedestrian and cycle only routes in and through the development to the site access
- well defined hierarchy of streets and spaces
- designed to enable views of the Spire of the Church of St Peter and St Paul from the Malton Road when approaching the town
- access from Malton Road
- pedestrian and cycle access to Haygate Lane, the open space to the rear of the swimming pool and the public footpath to the western boundary of the site
- on-site children's play space (LEAP)
- sustainable drainage system to be integrated into design
- Capability for electric vehicle charging through the provision of a 13 amp electrical socket
- Lighting scheme to minimise glare, reduce energy usage, and protect amenity

SD7- Housing Allocation - Land to the south of Swineherd Lane, Kirkbymoorside: Development Principles

Detailed proposals for the development of the site shall include:

- access from Swineherd Lane
- pedestrian and cycle only access to Duna Way; Stuteville Close and the recreation facilities to the south of the site
- retention of the public footpath through the site
- landscape buffer to the eastern boundary
- careful attention to the scale and mass of buildings to the eastern side of the site
- well designed street and spaces
- sustainable drainage system to be integrated into design
- Capability for electric vehicle charging through the provision of a 13 amp electrical socket
- Lighting scheme to minimise glare, reduce energy usage, and protect amenity

SD8- Housing Allocation - Land to the north of Keld Head Close, Kirkbymoorside: Development Principles

Detailed proposals for the development of the site shall include:

- access from Keld Head Road
- retention of mature boundary trees and landscaping scheme to enhance boundary landscaping
- scale of buildings to be limited in height to two storeys
- sustainable drainage system to be integrated into design
- Capability for electric vehicle charging through the provision of a 13 amp electrical socket
- Lighting scheme to minimise glare, reduce energy usage, and protect amenity

SD9 - Housing Allocation - Brickworks Site, to north of Swineherd Lane, Kirkbymoorside: Development Principles

Detailed proposals for the development of the site shall include:

- access from Swineherd Lane
- buildings not to exceed two storeys in height
- layout and form to ensure a broken mass of buildings with a strong frontage to the road
- retention of mature boundary trees
- sustainable drainage system to be integrated into design
- Capability for electric vehicle charging through the provision of a 13 amp electrical socket
- Lighting scheme to minimise glare, reduce energy usage, and protect amenity

SD10 - Housing Allocation- Land to the south of Amotherby Primary School, Amotherby: Development Principles

Detailed proposals for the development of the site shall include:

- access from the B1257
- retention of Public Right of Way through the site
- pedestrian and cycle only link to Meadowfield
- land to be provided for a kiss and drop facility for Amotherby Primary School ; public open space and children's play area within the northern quarter of the site
- retention of hedge along boundary with the B1257
- well designed streets and spaces
- landscaping belt to the western site boundary
- scale of buildings to be limited to one and two storey heights
- sustainable drainage system to be integrated into design
- Capability for electric vehicle charging through the provision of a 13 amp electrical socket
- Lighting scheme to minimise glare, reduce energy usage, and protect amenity

SD11 - Housing Allocation - Land to the south of Aspen Way, Slingsby: Development Principles

Detailed proposals for the development of the site shall include:

- comprehensive scheme for both fields, which could be phased
- retention of hedge to boundary with B1257
- retention of mature trees lining the Balk and suitable landscape/open space buffer along the western boundary of the site in order to ensure the protection of these trees
- vehicular access from Aspen Way to extend up the boundary with the eastern field, so as to ensure unfettered access of both fields
- pedestrian and cycle only access to the Balk and the Street
- Scale of buildings to be limited to one and two storey heights
- well designed streets and spaces
- sustainable drainage system to be integrated into design
- Technical capability for electric vehicle charging through the provision of a 13 amp electrical socket
- Lighting scheme to minimise glare, reduce energy usage, and protect amenity

3. Land for Employment Uses

3.1 Policy SP6 of the Local Plan Strategy provides for the identification of up to 45 hectares of land for employment purposes. The policy commits to the allocation of two tranches of employment land- an initial 37 hectares followed by a further 8 hectares to be released if this is required over the plan period. The approach reflects the range in the quantum of employment land which was identified by employment land forecasts used to inform the plan. The policy establishes an approach to distributing these requirements across specific settlements, as outlined in the table below. A significant proportion of the initial 37 hectares has been released in advance of the preparation of this document and is committed, under construction or has been completed.

3.2 In total this accounts for approximately 31 ha (gross) of the initial 37 ha. In addition, 1.9 hectares of employment land has been allocated in the Helmsley Plan (Policy H4) and this accounts for a significant proportion of the employment land which the Local Plan Strategy distributes to Helmsley and Kirkbymoorside. The current position is outlined below. It should be noted that the completion and commitment figures relate to major employment sites/ schemes and do not include employment space that has been created through the small scale conversion of existing buildings.

	Local Plan Requirement	Commitments/Completions/Helmsley Plan Allocations	Residual Requirement
Malton and Norton	29.6-36ha	26.6ha	3 - 9.4ha
Pickering	5.55ha-6.75ha	0ha	5.55-6.75ha
Kirkbymoorside and Helmsley	1.85-2.25ha	2.57ha	0
Total	36-45ha	29.17 ha	7.8-15.8ha

3.3 The release of just over 17 ha of land at Eden House Road off the A64/ A169 junction at Old Malton accounts for a considerable proportion of land currently committed for employment uses as well as a significant proportion of the land to be accommodated at the Principal Town. The site is considered to be a major employment/business opportunity for the District which occupies a good location in relation to the Principal Town and strategic road network. The site has planning permission for the development of an agri-business park for B1, B2 and B8 uses; an Agricultural Business Centre and new livestock market. In 2015, the site was established as the Malton Food Enterprise Zone (FEZ), as part of the Department of

Environment, Food and Rural Affairs, 'Pathfinder Food Enterprise Zone' initiative. To support the development of the FEZ; to attract new investment and employment opportunities locally and; to assist in the delivery of the objectives of the York, North Yorkshire and East Riding Local Enterprise Partnership (LEP), a Local Development Order covers the site in order to help facilitate a focus on the agri-food sector in this location.

3.4 Existing commitments, including the allocation of 1.9 ha of land at Helmsley (in the Helmsley Plan) account for the planned employment land requirement for Kirkbymoorside and Helmsley.

3.5 At present, 6.6 ha of land to the south of Thornton Road Industrial Estate at Pickering is the subject of a 'minded to approve' decision by the Local Planning Authority for B1 and B2 uses . The proposals for the site have been progressed by an existing local employer seeking to relocation space as well as to facilitate the development of further employment space at the town. The site forms a logical extension to the existing industrial estate, performed well through the site assessment process and has been therefore allocated for employment purposes. This will confirm the principle of its suitability as an employment site into the future in the event that the current proposals are not taken forward, and may also assist in securing the public or private investment needed to undertake the remediation required to develop the site.

3.6 Completions commitments and proposed allocations account for 35.7ha of land which addresses the initial tranche of land that the Authority is committed to identifying. This is however, on a District-wide basis and results in a small shortfall against the approximate distribution figures for Malton and Norton.

3.7 The Local Plan Strategy directs the majority of employment land requirements to Malton and Norton and land releases to date have supported this strategic approach. However, additional employment land allocations at Malton and Norton have not been made in this document. As an alternative, land in the vicinity of the Malton Agri-Business Park at the A64/A169 junction is promoted as a broad location for further employment land releases to meet identified requirements if they are needed within the plan period. This is in part driven by the limited availability of alternative, suitable and deliverable sites as well as uncertainty over the rate at which the current proposals for the Agri- Business Park/FEZ will be built out. It is considered that this reinforces the commitment to this area being a strategic employment opportunity and provides flexibility for a range of types of employment to be provided and co-ordinated, particularly if the Food Enterprise Zone and Local Development Order are successful in attracting agri-food business to the site which has already been released.

Policy SD 12 New Employment Land Allocations

The following sites are allocated or committed, as indicated on the Policies Map, for the development of the employment uses specified:

Employment Land - Commitments

- York Road Industrial Estate, Malton 6.8ha B1,B2,B8 uses
- Land at Norton Grove, Norton 0.78ha B1,B2,B8 uses
- Agri-Business Park and Business Technology Park, Eden House Road, Malton 17.8ha B1,B2,B8 uses
- Land to the west of Kirkby Mills Road, Kirkbymoorside 0.49ha B1,B2,B8 uses

Sites which currently have planning permission for employment uses will continue to be supported in principle in the event that their current permission expires.

Employment Land Allocations

- Land to the south of Thornton Road Industrial Estate, Pickering 6.6 ha (B1 and B2 Uses)

The release of additional employment land to meet outstanding identified requirements over the course of the plan period will be supported in principle at the following broad location subject to it being demonstrated that material planning considerations can be satisfactorily addressed:

- Land to the north of the A64 and to the east of the A169, Malton (B1, B2 , B8 Uses).Particular consideration will be required in respect of ensuring:
    - Appropriate Surface water management;
    - No adverse impacts on the safe operation of the Strategic Road Network; and
    - No adverse impacts on the water quality of the River Derwent SAC
    - Articulation of archaeological sensitivity through comprehensive geophysical survey and trial trenching where appropriate

Policy SD13 Expansion Land for Existing Employers
The following sites, as indicated on the Policies Map, are allocated for the future expansion of the existing major employer:

- Land to the South of Sylatech, Kirkbymoorside
- Land to the south of Malton Foods (Zwanenberg), Amotherby
- Land to the north of BATA, Amotherby

In the event that these sites are not required by the respective company during the plan period, they will not be available to other business uses.

3.8 The previous development plan for Ryedale allocated expansion land for a small number of existing large employers who had, at the time, indicated that additional land was required to support the expansion plans of the businesses. This included land for BATA, Amotherby; Westlers (now Malton Foods), Amotherby; Micrometalsmiths (now Sylatech), Kirkbymoorside and McKechnies, Pickering. To date, the expansion land at Pickering has been utilised and an application for the extension of the Sylatech premises into the expansion land has been made. Each of these companies have confirmed that the availability of expansion land remains relevant to their businesses. Therefore the allocation of the expansion land for Sylatech, Malton Foods and BATA is carried forward into this plan period and is identified on the Policies Map. However, these sites have not been included within Development Limits (as has been the case historically) in order to ensure that they provide for and reflect only, the specific circumstances of these employers. It should be noted that the Plan (Policy SP6 of the Local Plan Strategy) is generally supportive in principle of the release of land for the expansion of all existing major employers/established businesses should this be required and the fact that a particular company does not have expansion land space identified in this plan would not prevent their expansion in principle.

4 Land for Retailing

4.1 Policy SP7 of the Local Plan Strategy (LPS) establishes the additional requirement for additional food and non-food retailing space. It sets out how this will be distributed at different settlements and confirms the sources of new retail space in different locations. In this respect and in view of the fact that SP7 directs the majority of the new retail space to the Principal Town, the Plan only seeks the allocation of land at Malton and Norton as a means of addressing requirements for additional retail floorspace. This is alongside the sources of new retail space that will be provided through the conversion and extension of existing buildings and the redevelopment of land within or on the edge of each of the Town Centres, including Pickering, Kirkbymoorside and Helmsley.

4.2 A significant proportion of the retail floorspace requirement is already committed. The existing planning permission for the redevelopment of the Malton Livestock Market site currently accounts for quantitative food retailing floorspace requirements. The Livestock Market site together with other mixed use proposals at the former Dewhirst factory site in Norton, new retail space at the Kings Head Yard, Malton and the ancillary retail element of the Malton Agri-Business Park scheme account for the majority of the non-food retailing space (circa 4,500 sqm) which the LPS directs to the Principal Town.

4.3 The Local Plan Strategy recognises that the Livestock Market Site (LMS) provides a key development opportunity in a location which immediately abuts the existing Town Centre and within the 'Northern Arc' - the stretch of land around the Town Centre which the plan recognises as having potential to accommodate further town centre uses, including new retail space. Planning permission for the redevelopment of the Livestock Market Site has existed since 2012 and the scheme technically commenced in August 2017. As well as recent changes and restructuring in the food retailing sector, it is understood that a planning permission granted for a food- led retail scheme on an additional site - Wentworth Street Car Park has frustrated investment in the LMS site. The car park site is owned by the Council and the redevelopment scheme for the site was promoted in partnership with a development partner. In 2015 the planning permission for the car park site was quashed following a successful legal challenge to the permission by the owners of the LMS site and the planning application for the car park site is no longer being progressed.

4.4 In order to support the redevelopment of the LMS site and to provide some certainty for the owners of the site as well as businesses in the Town, the LMS site is identified on the Policies Map as a retail commitment and the Town Centre Commercial Limits have been adjusted to include the site within the Town Centre Commercial Limits. It is considered that this should support the timely redevelopment of the site which will, in turn provide certainty over the precise level and type of retail space to be accommodated in this location, if the configuration of retail space in the current permission needs to be adjusted to reflect current and emerging needs of the retail sector.

4.5 Against this background, sites to address the limited shortfall (circa 900 sqm) in non food retailing space at Malton and Norton have not been specifically allocated in this plan. The Local Planning Authority will work with landowners and developers to being forward appropriate schemes within Malton and Norton Town Centres and the 'northern arc' area of opportunity which is identified in the Local Plan Strategy.

Policy SD14 Retail Commitments

The Malton Livestock Market Site, Malton and former Dewhirst Factory Site, Norton will continue to be supported for retail development in principle in the event that existing permissions are not implemented

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5 Specific Sites: Flamingo Land and the National Agri-Food Innovation Campus (NAFIC)

5.1 The Plan (Policy SP1 of the Local Plan Strategy) uses Development Limits as a policy tool for managing development. Most of the Development Limits exist to manage the growth of the Market Towns and villages. However, two specific sites, Flamingo Land and the NAFIC Site have site boundaries which are which are defined on the Policies Map. Flamingo Land in the Vale of Pickering is a nationally renowned tourist attraction consisting of a fun park, zoo and holiday village. Development Limits for the site were established in the previous Development Plan and are carried forward into this Plan. The NAFIC site at Sand Hutton in the Vale of York was established as the then Ministry of Agriculture's Central Science Laboratory. The site is now the National Agricultural and Food Innovation Campus and is a base for the Government's Food and Environmental Research Agency together with other organisations based around agri- food and health. It is an ambition of the Local Economic Partnership that the site is becomes firmly established as a national/international centre for food science, agri-tech, health and bio-renewables. The boundaries of the site were defined in the previous Development Plan and are carried forward into this plan.

5.2 Proposed development within the Development Limits of Flamingo Land and within the boundaries of the NAFIC site to support these uses will be supported in principle. Both sites lie within the open countryside and any additional development within the development limits/site boundaries would need to be acceptable in terms of a range of development management issues, including the impact of additional traffic as well as landscape and visual impact. The latter is a particularly relevant issue in terms of the height and mass of structures at both sites which are located in the relatively flat Vales of Pickering and York. The southern boundary of the NAFIC site also adjoins the outer boundary of the York Green Belt.

Policy SD15 Specific Sites: Flamingo Land and the National Agri-Food Innovation Campus (NAFIC)

The Development Limits for the Flamingo Land Theme Park and the site boundaries of the NAFIC site are as defined on the Policies Map. Proposals for additional development within the boundaries of these sites will be supported in principle, subject to policies within the Local Plan Strategy

6 Visually Important Undeveloped Areas

6.1 The previous Local Plan for Ryedale defined 'Visually Important Undeveloped Areas' (VIUA's) as a policy designation to protect specific open sites in or on the edge of settlements. Sites are identified as VIUA's for one or more of the following reasons: a site makes a significant contribution to the character or setting of the settlement; a site provides an attractive setting for buildings within a settlement and/or; a site makes an important contribution to the historical form and layout of a settlement. As such, the role of a VIUA can differ in different locations. For example, within many settlements VIUA's are often smaller spaces which are integral to the historic form and character of a place or which contribute to the setting of heritage assets within a settlement. In general, the VIUA's on the edges of the Market Towns are aimed at protecting areas which, by virtue of their open nature make a significant contribution to the setting of a Town and the role of the setting in influencing and framing the traditional form and character of the settlement. To this end , these sites tend to be larger in scale than VIUA's within settlements.

6.2 Existing VIUA's have been reviewed in the preparation of this document and are shown on the Policies Map. The preparation of this document has provided the opportunity to identify further VIUA sites. For example, a number of new VIUAs have been informed by more recent up to date Conservation Area Appraisals . In addition, further VIUA sites have been identified in the context of the current strategy of the plan which places a greater emphasis on the expansion of the market towns than previous development plans for Ryedale. The site selection process used to assess the sites put forward for development by landowners has considered the merits of sites in terms of their contribution to the form, character and setting of settlements. This has enabled development requirements (in particular housing requirements) to be accommodated at settlements in accordance with Local Plan Strategy alongside the identification of further VIUA sites on the edges of some of the towns. It is important to emphasise that landscape quality in itself is not a reason for the designation of a VIUA. There are many areas surrounding towns and settlements that are valuable in terms of their landscape character and aesthetic qualities and the Local Planning Authority will take account of this through the application of Policy SP13 (Landscapes) of the Local Plan Strategy.

Policy SD16 Visually Important Undeveloped Areas (VIUAs)

In addition to the existing VIUAs which are identified on the Policies Map, the following new sites are designated as VIUAs and are shown on the policies Map:

- Land at Folliott Ward Close, Middlecave Road, Malton
- Land to the north of Peasey Hills, Malton
- Land to west of the Church of St John, Welburn
- Land to north of Slingsby Castle and west of the Lawns, Slingsby
- Land between Amotherby and Swinton south of the B1257
- Land to the north of Worsley Arms and south east of the village hall, Hovingham
- Land at Knoll Hill, Ampleforth
- Land to the south and west of St Hilda's Church, and north of Millway, Ampleforth
- Land to the rear of Ludley House, Ampleforth
- Verges, Main Street, Ampleforth
- Land west of St Benedict's School, Ampleforth
- Mickle Hill, and land to the south of Mickle Hill, Pickering
- Land between Welham Road and Langton Road, Norton
- Land north of Westgate Lane, Old Malton

Appendix 1 :Saved Local Plan policies to be superseded by the policies in this document.

Policy

- H1a Managing the release of land
- H2 Housing allocation, Scarborough Road, Norton
- H3 Housing allocation, Whitfield Avenue, Pickering
- H4 Housing allocation, Goslipgate, Pickering
- H5 Housing allocation, Feversham Drive, Kirkbymoorside
- H6 Residential allocations in the villages
- EMP2 Industrial/business development allocation, Norton Grove Industrial Estate
- EMP3 Industrial/business development allocation, East of Thornton Road Industrial Estate, Pickering
- EMP4 Industrial /business development allocation, Kirkby Mills
- EMP7 Allocations for the expansion of existing major employers
- EMP14 Central Science laboratory
- EMP15 North Yorkshire Power project, East Knapton
- TM6 Tourist Attractions

Note: The adoption of the Sites Document and Policies Map (2012-2027) will ensure that all of the saved policies of the Ryedale Local Plan (2002) are superseded.

Appendix 2: Residential completions, commitments, residual requirements and proposed allocations

Settlement	Completions (net) 2012-2017	Commitments (net) *	Local Plan Housing Figure	Residual Requirement	Planned requirement + supply buffer	Residual Requirement + supply buffer	Proposed Allocations	Total
Malton and Norton	604	650	1500	246	-	-	600****	1,854
Pickering	334	116	750	300	-	-	360	810
Kirkbymoorside	15	292	300	-7	-	-	61	368
Helmsley	9**	97	150***	0	0	-	0	106
	The Helmsley Plan was adopted in July 2015. It makes provision for the delivery of 190 homes to 2027, 97 of which are from land allocations within the Ryedale Local Planning Authority Area. The Local Plan Sites Document will not identify further housing land at Helmsley							
Service Villages	159	199	300	-58	-	-	76	434
Total	**1,121**	**1,354**	3,000	481	3,600	1,081	**1,097**	**3,572**
Other Villages and Wider Open Countryside	153	177	0	0	-	-	0	-
Total	**1,274**	**1,531**	3,000	481	3,600	1,081	**1,097**	**3,902**

* The completion and commitment information shown is taken from the 2017 Strategic Housing Land Availability Assessment Part 1 together with additional large site permissions/minded to approve decisions. These include a further 87 dwellings at Malton (The Showfield); 52 dwellings at Pickering (Firthland Road); 12 dwellings at Pecketts Yard (Sheriff Hutton) and 26 dwellings at East Hill House. The commitment figure for Malton and Norton does not include the 62 Units at the ATS site.** Completion figure for Helmsley is for the area of the town outside of the National Park.*** Provided across the area of the Helmsley Plan.**** Assumes 540 dwellings from the Norton Lodge site within the plan period.