

Agenda

**Meeting: Transport, Economy and Environment
Overview & Scrutiny Committee**

**Venue: Brierley Room, County Hall,
Northallerton, DL7 8AD
(see location plan overleaf)**

Date: Wednesday 1 February 2017 at 10.00 am

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Business

1. **Minutes of the meeting held on 26 October 2016** (Pages 7 to 22)
2. **Public Questions or Statements.**

Members of the public may ask questions or make statements at this meeting if they have given notice to Jonathan Spencer of Policy & Partnerships (*contact details below*) no later than midday on Friday 27 January 2017, three working days before the day of the meeting. Each speaker should limit themselves to 3 minutes on any item. Members of the public who have given notice will be invited to speak:-

- at this point in the meeting if their questions/statements relate to matters which are not otherwise on the Agenda (subject to an overall time limit of 30 minutes);
- when the relevant Agenda item is being considered if they wish to speak on a matter which is on the Agenda for this meeting.

Suggested timings

- | | | |
|----|---|-------------|
| 3. | YNYER Local Enterprise Partnership Update – Report from the NYCC Corporate Director – Business & Environmental Services. | 10:00-10:30 |
| 4. | Corporate Directors’ Update – Oral Update from NYCC Corporate Director – Business & Environmental Services
(Pages 23 to 38) | 10:30-11:00 |
| 5. | North Yorkshire Director of Public Health Annual Report Update
- Report of the Director of Public Health
(Pages 39 to 41) | 11:00-11:30 |
| 6. | Apprenticeships - Report of the Assistant Chief Executive – Business & Environmental Services
(Pages 42 to 49) | 11:30-12:00 |
| 7. | Work Programme - Report of the Corporate Development Officer
(Pages 50 to 54) | 12:00-12:10 |
| 8. | Other business which the Chairman agrees should be considered as a matter of urgency because of special circumstances. | 12:10 |

Barry Khan
Assistant Chief Executive (Legal and Democratic Services)

County Hall
Northallerton

24 January 2017

NOTES:

- (a) Members are reminded of the need to consider whether they have any interests to declare on any of the items on this agenda and, if so, of the need to explain the reason(s) why they have any interest when making a declaration.

The relevant Corporate Development Officer or the Monitoring Officer will be pleased to advise on interest issues. Ideally their views should be sought as soon as possible and preferably prior to the day of the meeting, so that time is available to explore adequately any issues that might arise.

(b) **Emergency Procedures For Meetings**

Fire

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Persons should not re-enter the building until authorised to do so by the Fire and Rescue Service or the Emergency Co-ordinator.

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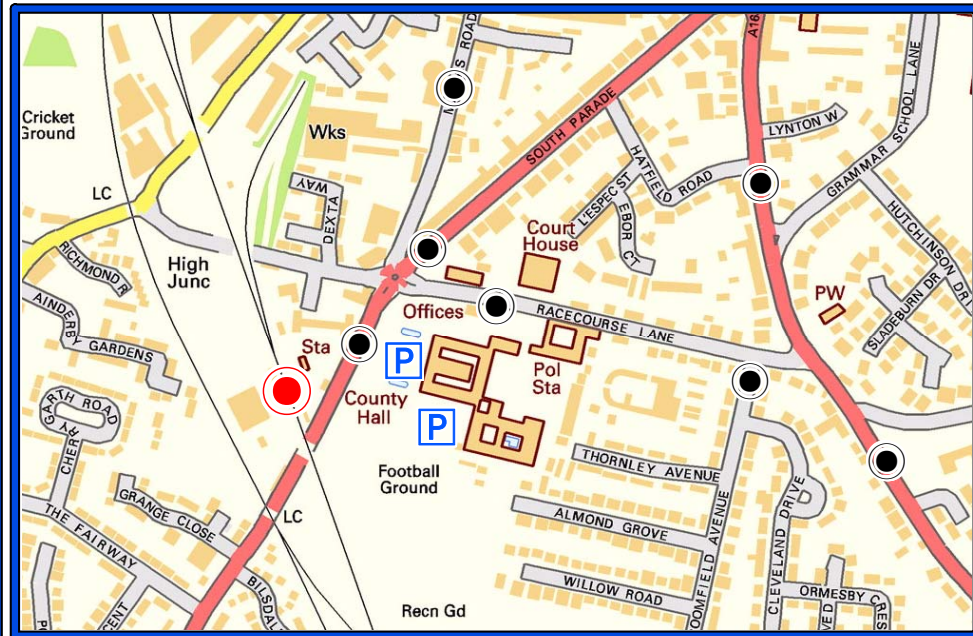
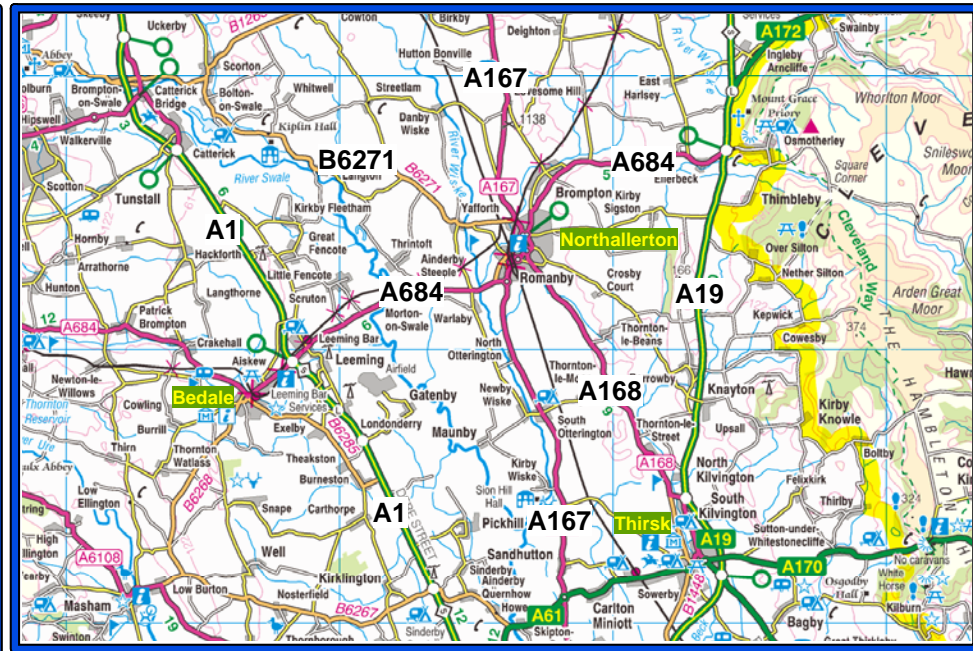
Transport, Economy and Environment Overview and Scrutiny Committee

1. Membership

County Councillors (13)								
	<i>Councillors Name</i>			<i>Chairman/Vice Chairman</i>	<i>Political Party</i>	<i>Electoral Division</i>		
1	ATKINSON, Margaret				Conservative			
2	BACKHOUSE, Andrew			Chairman	Conservative			
3	BAKER, Robert				Conservative			
4	VACANCY				Conservative			
5	HESELTINE, Robert				Independent			
6	HORTON, Peter				NY Independent			
7	HOULT, Bill				Liberal Democrat			
8	JEFFELS, David				Conservative			
9	MARSDEN, Penny				Conservative			
10	PACKHAM, Robert			Vice Chairman	Labour			
11	SOLLOWAY, Andy				Independent			
12	WELCH, Richard				Conservative			
13	WINDASS, Robert				Conservative			
Total Membership – (13)				Quorum – (4)				
	Con	Lib Dem	NY Ind	Labour	Liberal	UKIP	Ind	Total
	8	1	1	1	0	0	2	13

2. Substitute Members

Conservative		Liberal Democrat	
	<i>Councillors Names</i>		<i>Councillors Names</i>
1	PEARSON, Chris	1	GRIFFITHS, Bryn
2	BATEMAN, Bernard MBE	2	De COURCEY-BAYLEY, Margaret-Ann
3	BLACKBURN, John	3	JONES, Anne
4	HARRISON, Michael	4	
5		5	
NY Independent		Labour	
	<i>Councillors Names</i>		<i>Councillors Names</i>
1	BARRETT, Philip	1	BROADBENT, Eric
2		2	
3		3	
4		4	
5		5	
Liberal			
	<i>Councillors Names</i>		
1			
2			
3			



Visitor Parking at County Hall



Northallerton National Rail Station



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County Hall

Northallerton
North Yorkshire
DL7 8AD



North
Yorkshire County Council

Tel : 0845 8 72 73 74

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

Minutes of the Meeting held at County Hall, Northallerton on 26 October 2016 at 10.00 am.

Present:-

County Councillor Andrew Backhouse in the Chair

County Councillors Margaret Atkinson, Robert Baker, Michael Heseltine, Robert Heseltine, Peter Horton, Bill Hout, David Jeffels, Penny Marsden, Bob Packham, Andy Solloway, Richard Welch and Robert Windass

Other Members present were: Executive County Councillor Don MacKenzie

NYCC Officers attending: Andrew Bainbridge, Team Leader LTP (BES), Ian Kelly, Countryside Access Manager (BES), Graham North, Policy Support Officer - Rail (BES), Barrie Mason, Assistant Director - Highways & Transportation (BES) and Jonathan Spencer, Corporate Development Officer (Central Services)

Present by invitation: David Smurthwaite, Strategic Manager - Planning and Regeneration (Craven District Council) and secondee to York, North Yorkshire and East Riding LEP

One member of the public was in attendance.

Copies of all documents considered are in the Minute Book

110. Minutes

Resolved -

That the Minutes of the meeting held on 27 July 2016 be confirmed and signed by the Chairman as a correct record.

111. Declarations of Interest

There were no declarations of interest.

112. Public Questions or Statements

The Chairman acknowledged that he had received notification from the Mayor of Ripon City Council, Cllr. Dr Adrian Morgan to speak regarding the Harrogate-Ripon-Northallerton railway reinstatement. He noted that this would be taken at item 6 of the agenda – Passenger Rail Update.

113. Highways Major Schemes List Review

Considered -

The report of the Corporate Director - Business and Environmental Services updating

Members on the process and progress of the major highway schemes review.

Andrew Bainbridge presented the report. He explained that the purpose of the report was to update Members on the process and progress of the major highway schemes review. The review was linked to the County Council's Strategic Transport Prospectus. A major scheme was defined as a highways scheme costing in excess of £5 million. This typically included highway infrastructure such as bypasses, relief roads and larger bridges.

Referring to section 3 of the report and Appendix A, Andrew Bainbridge reported on the historic major scheme proposals comprising of 23 schemes. He explained about the potential blight on any properties close to or on any preferred routes of a potential scheme and the financial risks to the County Council where properties were directly affected.

Andrew Bainbridge went on to section 4 of the report detailing the changes that had occurred over the past five year regarding how major transport schemes were now funded. Funding was not linked to local economic growth. He then referred to section 5 of the report detailing the reasons why there was a need to review the historic major scheme proposals. Schemes which had no realistic potential for development needed to be removed, especially in light of the changed funding landscape, and the fact that their continued existence on the list unjustifiably raised expectations of local communities.

Referring to section 6 of the report, Andrew Bainbridge reported that an initial sift had been undertaken to identify which of the schemes met the objectives set out in the YNYER LEP Strategic Economic Plan and an overall contribution to economic growth. For schemes that did not meet the criteria there were two options: either to remove the proposal completely from the major schemes reserve list or to retain the scheme on a low priority reserve list. With reference to section 7 and section 8 of the report, he noted that Members whose divisions were in each of the scheme areas had or would shortly be consulted on their view on the officer assessments. Local planning authorities had also been consulted. BES Executive Members would be updated on the outputs of the review in early 2017. A final decision would be made by the Executive.

County Councillor Bob Baker advised Members that whilst he did not have a disclosable pecuniary interest in the item, he wished it to be known that he was a shareholder of land to the south of Northallerton.

Andrew Bainbridge confirmed that a preferred route had not been adopted for the Northallerton bypass.

Members made the following key points:

- A Member said that he was surprised by the number of historic schemes on the list and noted that a review of the list was overdue in view of the austerity measures faced by the County Council. Referring to paragraph 5.1 of the report he asked for the definition of 'foreseeable future'. Andrew Bainbridge replied that 'foreseeable future' related to the period up to 2030. Whilst this might appear to be a lengthy time period, it took at least seven to nine years to deliver schemes such as bypasses. Various statutory processes needed to be gone through before projects were 'shovel ready'. The timescale for longer term projects was up to 2045.
- A Member commented upon the traffic congestion problems on the Hopgrove

roundabout. Andrew Bainbridge replied that although the A64 was a Highways England road and so was not the County Council's responsibility, the County Council was working closely with Highways England and lobbying government about making improvements to the A64.

- A Member commented that for him a key measure for a scheme to be on the major schemes list was the extent to which it could deliver economic benefits. The Harrogate Relief Road was a key priority in that regard. He said that when he looked at a number of other schemes on the list they represented more of a wish list than schemes that would become a reality. In relation to the option to have a low priority reserve list, he asked if such a list could lead to planning blight. Andrew Bainbridge confirmed that if schemes were on a low priority list there would still be a risk of blight. He went on to say that the aim of the review was to remove as many schemes as possible in order to minimise the risk of blight. The purpose of having a lower priority reserve list would be in terms of schemes that whilst not important in the near future could potentially be realized in 30 years' time.
- A Member asked how much priority was being given by the County Council to a North Harrogate bypass. He said that Harrogate town was now almost at grid lock and the situation would only get worse in the absence of such a scheme. Andrew Bainbridge confirmed that a Harrogate relief road review had commenced. This involved looking at a number of different options to address the current traffic congestion issues. The major congestion was on the A681, A61 and around Bilton. The majority of traffic in Harrogate was local; surveys had shown that most of the traffic had an origin or destination in Harrogate so the term 'relief road' rather than 'bypass' was being used. He referred the Member to the County Council's website which provided the latest position on the Harrogate Relief Road. Executive Member County Councillor Don MacKenzie explained about his role in chairing the Relief Road Steering Group.
- A Member said that he acknowledged that a number of schemes on the historic major scheme proposals list which were in Craven district would not realistically see the light of day. However he said that there was a strong case for including on the list the A65 road bridge at Coniston Cold in Craven district. Due to its narrow width it was damaged on a regular basis leading to often lengthy queues especially during holiday periods on what was a very busy A-road. He said that he had attended a local Area Highways meeting and had been informed that there was an 'amber light' for the bridge to be widened. The estimated cost of the works was £2 million. Barrie Mason said that the County Council had given an undertaking to look at various options and to report back to Members. It was not a straightforward situation as there were historic and environmental considerations to take into account regarding the bridge. In terms of where the works could be funded from, he explained that because the cost would be below £5 million, if the go-ahead was given it would be included in the capital programme and not on the major schemes list. Funding considerations were the driver for deciding whether or not a scheme was included on the major schemes list.
- A Member asked to what extent did both the County Council and the respective district councils and the LEP consult with each other in those instances where growth across the county would have impacts on the roads infrastructure. He said that unplanned incremental growth posed a real weakness to the county's road infrastructure. He asked on what basis did the County Council consider, other than at a development control level, the implications of increased traffic on the local road network when a proposal came forward that had clear

implications for the local highways network. Andrew Bainbridge confirmed that the County Council was fully involved in such discussions and a number of County Council officers had been seconded to the LEP. The County Council flagged up those situations with the LEP and district councils where there was a need for major changes to the road infrastructure. It also tried to be proactive by working with the LEP and district councils from day one when they were planning for potential growth opportunities.

- A Member asked if the County Council could stipulate appropriate changes to the highways infrastructure being carried out prior to a development taking place. He also asked what recourse the County Council had when a developer did not carry out those changes. Barrie Mason said it was important that in the first instance the County Council applied the test of 'reasonableness' when imposing such conditions so that it was not seen as unnecessarily stifling development. Inevitably the County Council needed to look at each situation on a case-by-case basis. Sometimes development could not operate until the highway infrastructure was in place. In those circumstances legal agreements were put in place so that the County Council could use Section 278 agreements between the County Council and the developer. He said that at an early stage of a planning application the County Council outlined what was required in terms of infrastructure improvements. Wherever possible planning needed to be undertaken on an area level to ensure that a development could be realized in its entirety. This would avoid the situation of some sites within a local area being able to be developed whilst others could not because the infrastructure was not in place.

Resolved -

That the report be noted.

114. Civil Parking Enforcement Annual Report

Considered -

The report of the Corporate Director - Business and Environmental Services providing a review of the countywide Civil Parking Enforcement (CPE) in 2014/15 and 2015/16.

Barrie Mason introduced the report. He referred to section 2 and 3 of the report, explaining that the report provided an overview across 2014/15 and 2015/16. He reminded Members of the legal agreements that the County Council had with Harrogate and Scarborough Borough Councils, and mentioned about the traffic management benefits that CPE brought.

With reference to section 4 of the report Barrie Mason summarised the financial position of CPE. Expenditure had remained relatively static in 2014/15 and 2015/16 but both Harrogate and Scarborough Borough Councils had made back office efficiencies in those periods.

Barrie Mason then referred to section 5 of the report and appendices 1a, 1b, 2a and 2b, which provided a penalty charge notice analysis at a county and district level. He noted that the PCN per visit indicator provided an effective way of monitoring compliance with parking restriction. On average one in every five to six visits to the same area resulted in a Penalty Charge Notice being issued. The percentage of PCNs paid had remained constant at 82%. 15% of all PCNs issues were either cancelled or written off. This was reflective of the reasonable approach taken when considering representations. Only a very small proportion of cancellations were the result of an

error by the Civil Enforcement Officer.

Barrie Mason concluded by noting that people on the whole wished to see enforcement being taken where parking was a problem. In this regard enforcement was concentrated in the market towns and schools. Also where a body of evidence had been built up targeted enforcement took place in more specific locations.

Members made the following key points:

- A Member referred to paragraph 4.6 and asked what the CPE surplus was being spent on. Barrie Mason explained that strict criteria were in place regarding what CPE could be used for, as set out in the Traffic Management Act 2004. He referred to the Key Decision taken by the Corporate Director BES in consultation with the Executive Members for BES on 25 May 2016 where it had been agreed the following: Up to £500,000 per annum is allocated for 2016/17, 2017/18 and 2018/19 for major scheme development and traffic model updates/renewal; Up to £100,000 per annum is allocated for 2016/17, 2017/18 and 2018/19 to implement schemes to address Air Quality Management Areas across the county; and Up to £100,000 per annum is allocated for 2016/17, 2017/18 and 2018/19 towards sustainable transport initiatives
- A Member asked if there was an opportunity in some areas for the funding to be used to improve road surfaces and road markings. Barrie Mason replied that of the CPE surplus, £0.54 million contributed towards the Highways Maintenance Budget including improving road signage and line markings.
- A Member asked how closely the County Council worked with Traffic Enforcement Officers when introducing Traffic Regulatory Orders such as yellow lines. He said that there was a need to ensure that those areas were regularly patrolled by the Traffic Enforcement Officers visits in addition to areas where there were longstanding TROs in place. He also asked if Traffic Enforcement Officers could be provided with number plate recognition devices to help assist the Police. Barrie Mason said that when TROs were being considered, discussions were held at an early stage with the respective district councils – Harrogate and Scarborough Borough Councils – regarding the enforceability of the proposed TRO. Harrogate and Scarborough Borough Councils made the decision about the scheme and when to enforce. With regards to providing Traffic Enforcement Officers with a device to link into the ANPR system, Barrie Mason said that he would check with colleagues about how achievable this would be.

Resolved -

That the report be noted.

115. Passenger Rail Update

Considered -

The report of the Corporate Director - Business and Environmental Services providing an update on short term rail priorities for North Yorkshire and providing an overview of the recently awarded Northern and TransPennine rail franchises.

Andrew Bainbridge introduced the report. He referred to section 2 of the report setting out the background and policy context.

Referring to section 3 of the report and Appendix 1, Andrew Bainbridge explained that the York-Harrogate-Leeds rail line remained the highest priority for rail investment in North Yorkshire. A joint Harrogate Borough Council, North Yorkshire County Council and YNYER LEP working group had been set up to develop an outline proposition for a Harrogate Town Centre and Stations Area Growth Agenda.

The County Council had also committed funding to carry out an Access to HS2 and Conventional Rail Study with a number of stations identified as priorities for early work as detailed in paragraph 4.3 of the report.

Andrew Bainbridge then referred to section 5 of the report providing an update on the Northern and TransPennine Rail Franchise. He said that the service being provided under the new franchises represented a substantial improvement over that of previous years. He noted the key commitments that the franchises were required to deliver as set out in paragraph 5.5 of the report. He also referred to Appendix 2 which provided a more detailed route by route assessment of the franchise improvements to be made in North Yorkshire.

Members made the following key points:

- A Member said that the new rail franchises had lots of plans but the timetable for them to materialise was slow, including for some relatively minor improvements. He asked if the franchisees could be asked to speed up the pace of change such as installing ticket machines sooner than the planned date in 2018. Andrew Bainbridge replied that the timescales had been set out and agreed in the franchises. However the County Council would of course try to advance things more quickly but it was only one local authority across several in the whole franchise area. The good news was that the planned improvements would happen and some of the improvements were already being progressed by the franchisees.
- A Member stated that government transport policy was mixed up; there was a focus on HS2 but then it was being linked into an ageing local rail infrastructure. Transport projects at a national, regional and local level should be done in conjunction. Andrew Bainbridge replied that the Northern Powerhouse and Transport for the North were moving in the right direction but he acknowledged that there was still a three tier transport system – national, regional and local. It was down to the County Council at the local level and partners working at the regional level to lobby to improve connections through the three tiers. Graham North added that the improvements set out in the franchises provided the first step towards that including increasing the number of trains running hourly.
- A Member said that he welcomed the improvements set out in the report and said that it was good news overall for North Yorkshire's economy and for its residents. The ability to now be able to get a train from Scarborough to arrive in London at the start of the working day was to be applauded.

Resolved -

- a) That the report be noted.
- b) That an update report be presented to the Committee in autumn 2017.

The Chairman then invited Dr Adrian Morgan to address the Committee to speak about

the campaign to reinstate the Harrogate-Ripon-Northallerton Railway Line.

Dr. Adrian Morgan made the following statement:

“Since addressing the Transport, Environment and Economic Scrutiny and Overview Committee in April 2015, the following events have happened relevant to and having a bearing on the Campaign:

1. The above proposal was mentioned on the penultimate page of the October 2015 North Yorkshire County Council (NYCC) Strategic Transport Prospectus but delivery not expected until 2045!
2. NYCC Executive Committee turned down an application in August 2015 for £18,000 towards a benefit/cost analysis.
3. A Leeds-Newcastle journey time of 60 minutes on Northern Hub wish list.
4. NYCC Update on Rail Developments and Priorities by the Assistant Director, Highways and Transportation dated 26th August 2016 published totally overlooking the needs of and benefits to Ripon of a railway station.
5. Frequency of Leeds-Harrogate rail service increasing from two to four trains an hour by December 2017 announced in new Northern franchise.
6. Kings Cross-Harrogate service increasing to every two hours by 2019 announced by new East Coast franchise operator using new Class 800 bimode trains.
7. Intention to build Harrogate Western Bypass costing £90m to ease congestion in central Harrogate particularly in the peaks published.

Although mentioned in the 2015 NYCC Strategic Transport Prospectus as eight words, the delivery date is not until 2045. This is far too distant for the prosperity of Ripon and surrounding area. Both the campaign Committee and Ripon City Council strongly feel that this railway is urgently needed for connectivity and the prosperity of Ripon and hinterland.

Austerity was the reason given by the Executive Committee of three for refusing an application for £18,000 for a feasibility study into reinstating this rail link. Grants far in excess of this amount have been awarded in the County for other transport related projects.

The Northern Hub has published a proposed rail journey time of sixty minutes between Leeds and Newcastle but without a target date. The route is not the current one via York as York is not included so we have to assume that this is an extension of HS2/HS3 beyond Leeds which is not planned until post 2035.

This has been another excuse for NYCC Executive delaying support for a reinstated rail link through Ripon stating that this will just duplicate routes. However to achieve a target time of sixty minutes Leeds to Newcastle, Ripon will not be considered as a stop on any high speed route and neither will Harrogate be. Therefore, Harrogate and Ripon will need their own route to the North and that has to be reinstating the Harrogate-Ripon-Northallerton line.

The NYCC August 2016 Update on Rail Developments and Priorities paragraph 3.1 states:

1. Transformational changes to the Leeds-Harrogate-York line delivering improved journey times, increased frequency, modern high quality rolling stock and customer service and ultimately electrification.
2. Access to HS2 hubs within 40 minutes for 85% of the County population.
3. Access to a railway station within 20 minutes for 75% of the population.

Transformational changes may happen on the Harrogate Loop but Harrogate passengers will still take an hour longer than necessary and an enforced change of

trains at York to travel to Northallerton and stations beyond without reinstating the Harrogate-Northallerton route.

Ripon is currently more than 40 minutes from an HS2 hub and more than 20 minutes from a current railway station by public transport and definitely more than 20 minutes by car in the peaks. Reinstating the Ripon station will correct this and increase connectivity for those living within 20 minutes of Ripon.

In the same update, £275,000 is being spent by NYCC on "Access to Rail" studies for most market towns in North Yorkshire with rail stations. This works out at £30,000 per study except Harrogate that is getting £75,000 for the same study.

Ripon is being disadvantaged thrice in that we do not currently have a railway station, has been refused funding for a study to achieve this aim and is not receiving a slice of the £30,000 improvement investment cake per market town because we do not have a railway station.

The DfT has instructed Arriva, as part of the winning bid for Northern, that service frequency between Leeds and Harrogate must be increased from two to four trains per hour for most of the day and two trains per hour instead of one in the evenings from December 2017. The winning bidder of the East Coast franchise is proposing to introduce Kings Cross-Harrogate trains two-hourly from 2018. This will be difficult to implement as siding space to accommodate these trains during layover in Harrogate station, until time to return to Leeds, was removed in the 1990s. This was not appreciated by Network Rail or both operating companies until I questioned them about capacity in late 2015.

My suggestion to Network Rail was to install the former Dragon Junction between Harrogate and Starbeck, and two sidings on the old Ripon line with one siding extended to Bilton Lane and basic single platform station there concurrently with re-signalling and upgrade of the Harrogate-York line in 2018. This would provide space for the terminating Leeds-Harrogate service, twice an hour, to layover and turn back together with the Kings Cross service out of the way of through services on the "main line". The trackwork and signalling would be a similar cost to providing sidings at Harrogate station for this purpose but with the additional benefit of providing another Harrogate railhead and station car parking currently not available at the stations between Knaresborough and Pannal inclusively. The only additional cost would be for the basic single platform and car parking area at Bilton. The Network Rail Capacity Director has shown an interest but needs convincing by support and lobbying from NYCC for this proposal.

Once this has been installed, there is the option to reinstate northwards towards the former Ripley station where a Park & Ride station adjacent to the A61 would be useful for commuters from Ripon and Nidderdale with two services an hour to Harrogate and Leeds without the need to use the A61 into and through Harrogate particularly in the peaks.

Construction of a Harrogate Western Relief road is being pushed hard by Harrogate Chamber and NYCC. In a recent edition of the Harrogate Advertiser, Executive County Councillor Don Mackenzie stated that this is the only option for traffic reduction in central Harrogate. However reinstatement of the Ripon-Harrogate railway line has not been considered as an option to reduce car congestion.

In 2004 as part of a Demand Forecast study, origin and destination traffic surveys were conducted along the A61 between the north end of Ripon bypass and Ripley. From this it was estimated that 144,000 car journeys annually along the A61 would convert to rail resulting in 144,000 less cars in central Harrogate of which 112,000 annually terminated

in Harrogate and wouldn't use a Western Relief road. Many journeys into Harrogate along the A61 were to access a railhead at either, Harrogate, Hornbeam Park, Pannal and even Weeton.

As these figures are now nearly thirteen years out of date, NYCC should insist on an up-to-date Demand Forecast on the A61 north of Harrogate to determine how much traffic in central Harrogate is through traffic and how much would convert to rail if the railway line to Ripon is reinstated before a decision is finally made to approve a new road.

Preparing a case for a £90m Harrogate Western Relief road has been estimated to cost NYCC £0.5m in a recent press release, yet only in 2015 I was refused £18,000 towards a feasibility study into reinstating a railway line through Ripon on the grounds of austerity cutbacks.

I am asking for your support once again to fund a benefit/cost analysis for reinstating the Harrogate-Ripon-Northallerton railway line before Network Rails Route studies stakeholder consultations ends in June 2017.”

The Chairman then invited Andrew Bainbridge to speak.

Andrew Bainbridge said that he wished to explain the County Council's position in relation to both policy and practice of railway reinstatement. In the current Local Transport Plan, the County Council's strategy was to work with the rail industry on railway reinstatement where the rail industry believed proposals were of strategic value. At present the reinstatement of the Harrogate-Ripon-Northallerton railway line did not meet that criterion. The County Council adopted a common approach whereby it would only commit funding where there was clear potential for funding streams to deliver schemes; it could not commit to speculative proposals. In relation to the Harrogate Relief Road, there were clear funding streams available to progress the scheme through the Local Growth Fund. As things stood at present there was no funding streams available to reinstate the Harrogate-Ripon-Northallerton railway line. The cost would likely be in excess of £300 million, which was beyond what the County Council or Local Growth Fund could finance. He said that his view on the way forward was not to commit the County Council at this stage to fund a study but to seek an opportunity for County Council officers to meet with Network Rail to discuss the future options for rail and to establish if industry agreement could be reached in principle to the reinstatement of the line.

Members made the following key points:

- Executive County Councillor Don MacKenzie said that whilst he was sympathetic to the proposal and would like to see a rail connection between Harrogate-Ripon-Northallerton, the reality was the hurdles to overcome in reinstating the line, including the amount of expenditure required, were considerable. This included the fact that Ripon currently did not have a train station and there was not agreement from the rail industry to reinstate the line. The request for funding the feasibility study had been considered by BES Executive Members in June 2015 but a decision had been put on hold in order to get a better understanding of where such a proposal rated in importance relative to other transport initiatives before a decision was made. Subsequently it had become known that Network Rail was considering opportunities for a diversionary route between York and Newcastle so might in due course fund its own feasibility study. Consequently he did not feel that it would be prudent for the County Council to fund a feasibility study that might be funded by Network Rail. Funding priorities at this point in time for the County Council needed to

relate to modernising the existing rail network.

- A Member said that he had previously not supported the Committee's in principle support to reinstate the Leeds-Wetherby-Harrogate-Ripon-Northallerton Railway Line, and he remained of this view. He said that the proposal was unrealistic with significant sections of the original route now used for other purposes including housing. The track bed had been removed and some bridges had been demolished. Dr Adrian Morgan said that in relation to the recently reinstated Edinburgh to Galashiels line the trackbed had been in a similar state to the trackbed of the former Harrogate-Ripon-Northallerton railway line. Trackbed surveys had already been undertaken and account had been taken of development that had occurred since the line had closed in relation to the proposed reinstated route of the Harrogate-Ripon-Northallerton railway line.
- A Member asked if funding for the feasibility study had been sought from Harrogate Borough Council, parish and town councils and the YNYER Local Enterprise Partnership. Dr. Adrian Morgan replied that Ripon City Council was prepared to provide match-funding. He had written to Harrogate Borough Council a number of times but had not received a reply. He had not written to Hambleton District Council but Hambleton District Council had given route protection on the stretch from Northallerton to Ripon many years ago.
- A Member said that it was important to look at the broader picture. He referred to the housing projections for Harrogate district up to 2035 with Ripon projected to see a large increase, which would in turn see a significant rise in road traffic. He said that he would like to see the Committee reaffirming its support in principle to the reinstatement of the Harrogate-Ripon-Northallerton railway line.
- A Member asked how the proposal for the funding of the feasibility study for the reinstatement of the Harrogate-Ripon-Northallerton railway line compared with other schemes such as the Skipton East Lancs Rail Action Partnership (SELRAP). Andrew Bainbridge said that the rail industry was interested in reinstating the Skipton to Colne railway line. The scheme was in early stages. Lancashire County Council and North Yorkshire County Council were producing a corridor study on the economic benefits of the railway. The opportunity had arisen over the course of the last 12 months and the local authorities had been working with Network Rail for the past 18 months. Lancashire County Council was leading on the project and no funding had been committed by North Yorkshire County Council.
- A Member said that there was clear logic in transportation terms to reinstate the Harrogate-Ripon-Northallerton railway line but he acknowledged the comments made by Andrew Bainbridge about needing to ensure that the rail industry was on board. It was illogical without the commitment of the rail industry to commit funding towards the project. He suggested that the proposal for a meeting to be held with the rail industry be arranged. Dr. Adrian Morgan replied that Ripon Town Council would welcome a meeting with the County Council and Network Rail. He said that a feasibility study would still need to be undertaken in order to provide an up-to-date benefit-cost ratio, necessary in order for the rail industry to commit to supporting the scheme.

The Chairman summed up the discussion. He noted that the majority of Members on the Committee had previously given their support to the reinstatement of the Harrogate-Ripon-Northallerton railway line. However, it had since become known that Network Rail was considering opportunities for a diversionary route between York and Newcastle. It had also become clear that without rail industry agreement there would

be no chance that the scheme would progress. He noted the proposal for the County Council, alongside other relevant local partners, to meet with Network Rail to discuss future options and to establish if rail industry agreement could be secured for reinstatement of the line. He said that in his view any subsequent funding for the feasibility study should not rest wholly on the shoulders of the County Council but should include contributions from Ripon City Council, Harrogate Borough Council, Hambleton District Council and ideally from the rail industry.

The Chairman put forward the following recommendations:

- a) That the Committee continues to support in principle the reinstatement of the Harrogate-Ripon-Northallerton railway line.

A vote was taken and, on a show of hands, the recommendation was declared carried, with two against and no abstentions.

- b) That North Yorkshire County Council with other relevant local partners meets with Network Rail to discuss future options and to establish if rail industry agreement could be secured for reinstatement of the Harrogate-Ripon-Northallerton line.

A vote was taken and, on a show of hands, the recommendation was declared carried, with two abstentions and none against.

Resolved -

- a) That the Committee continues to support in principle the reinstatement of the Harrogate-Ripon-Northallerton railway line.

- b) That North Yorkshire County Council with other relevant local partners meets with Network Rail to discuss future options and to establish if rail industry agreement could be secured for reinstatement of the Harrogate-Ripon-Northallerton line.

116. Overview of the work being led by YNYER LEP to understand the potential impact and proposed solutions for agriculture and the wider rural economy pending exit from the EU

Considered -

The oral report of Y&NYER Local Enterprise Partnership (Rural Secretariat)

David Smurthwaite presented the report. He explained about the work being led by the York, North Yorkshire and East Riding LEP to understand the potential impact and proposed solutions for agriculture and the wider rural economy pending the United Kingdom's exit from the European Union. Consultees on this piece of work included farmers, the National Farmers Union, DEFRA, Yorkshire Dales National Park Authority and Nidderdale AONB. Issues being looked at related to:

Stronger Dynamic Rural Growth:

- o The development of a higher value economy driven by a successful agri-tech sector and also through support for the county's growing market towns. This included agri-food, bio-renewables and bioscience.
- o Investment in broadband and mobile connectivity for growth in rural areas.
- o Ensuring appropriate levels of immigration into rural areas would remain for the benefit of the hospitality and tourism industry and also key agricultural sectors such as horticulture.

- Market towns as the key driver of the rural economy providing housing, jobs, education and leisure for a large rural hinterland. The approach through the Common Agricultural Policy focused on individual farms and was designed specifically not to support market towns. By placing a greater focus on the economic development of market towns greater prosperity over a wide rural area would be possible.
- The long term purpose of the uplands. The piecemeal nature of support for rural areas without any overall direction did not allow for the development of infrastructure that supported the wider economy.

Greater Environment for All:

- Maintaining the rural landscape and centres of tourism in the county. The Common Agricultural Policy and in particular the agri-environment payments have been designed to maintain this landscape although there could be ways in which this could be improved. It is important that some type of payments to support marginal farming continues otherwise the uplands will revert to wilderness or that a ranging style of farming will be introduced. This is not what the many tourists who come to the uplands expect.
- Overhauling the current system of funding which is regarded as complex, unpredictable, inconsistent and bureaucratic. A move to payment by results for agri-environmental schemes would allow the better targeting of resources and also control of the outputs such as flood prevention and tourism support.

Greater Productivity and Strong Farm Businesses:

- Reaching a balance between higher productivity and the environment. In recent years the level of production in hill farms has moved from too many stock and overgrazing to a position of too few stock and shift to wilderness.
- Linking bio tech research and wider best practice to enable a focus on farm modernisation including genetics in all sectors.
- Having a grant regime in place that focuses on measures to improve productivity along the supply chain from the farm to the food manufacturers.
- Working with the Government to explore how tax regimes and planning laws could be amended to encourage growth in productivity.
- Providing farmers with professional business advice and a business plan led approach, moving towards a single point of contact to cut costs throughout the system and reduce confusion. This is a possible area for discussion through the devolution process.
- Investment in collaboration such as farmer's networks to spread knowledge and reduce costs.
- Producing a new model to support the business and not reward non farming landowners. The structure of the Common Agricultural Policy has had the unintended consequence of raising the value of agricultural land and also rents. This has resulted in the cost to new entrants entering farming is too high and tenant farmers increasingly uneconomical.
- Maintaining the benefits of the Protected Designation of Origin and similar schemes. Although the benefit can be highly focused, where it is applicable it can have a significant impact to support the agricultural sector such as the protection of the Wensleydale cheese name.

Lighter Bureaucracy:

- Decisions of schemes and funding have been taken too far from the point of impact to know about the circumstances or how the intervention fits with over organisations activities. A simpler, local scheme such as the sustainable development fund could be adapted to allow a straight forward approach that meets an area's needs. There is also an opportunity to look at the wider costs related to farm including animal registration. Alternative approaches such as

building on the farm assured scheme so that an audit approach may be as effective but lead to simpler and cost effective process.

Members made the following key points:

- A Member said that some of the greatest challenges in the last 40 to 60 years were now facing the economy of North Yorkshire. Devolution, austerity and the downturn in global trade posed uncertainties that affected all businesses. However there were opportunities to be grasped as well. He said that he had concerns about how the evolving 'Brexit' negotiations and devolution would impact on the economy across the whole of North Yorkshire. He noted the work that the YNYER LEP was doing with regards to upland farming but said that of equal concern was the impact upon the economies of market towns and coastal areas. He suggested that the Committee convened a steering group to have a watching brief on the broader impacts for the economy, taking soundings after Article 50 had been triggered.
- A Member noted that it was of concern that it was not clear at present where the compensatory route would be when EU subsidies for agriculture and for other industries were withdrawn.
- A Member said that he supported the idea of the Committee having a watching brief on Brexit but market forces would largely dictate the success or otherwise of the economy. Big business had had a vested interest in remaining within the EU but it was important now following the vote that the best of the situation was made and that scaremongering was avoided. Key issues were around the export of goods and the overall competitiveness of businesses in North Yorkshire to take on new trading opportunities for example with China.
- A Member asked if the YNYER LEP was conducting work on the wider impacts of the economy in relation to 'Brexit'. David Smurthwaite replied that it was not specifically but was continuing to focus upon the five strands in its Strategic Economic Plan. These remained relevant moving forward as they centred upon achieving economic growth and improving productivity.

Resolved -

- a) That the oral report of the work being led by YNYER LEP to understand the potential impact and proposed solutions for agriculture and the wider rural economy pending exit from the EU be noted.
- b) That the Committee convenes a steering group composed of the Committee's Group Spokespersons to have a watching brief on the broader impacts for the economy after Article 50 has been triggered, and that meetings be held following the County Council elections in May 2017.

117. Report on the Operational Review of Public Rights of Way

Considered -

The report of the Corporate Director - Business and Environmental Services providing an overview of progress on a comprehensive review of the Public Rights of Way Service (PROW) following a restructure carried out in 2015.

Ian Kelly presented the report. He referred to section 2 of the report providing the background to the review. The driver for change had been the requirement to make savings to the staffing and maintenance budget for the Public Rights of Way (PROW) service. The County Council's statutory responsibilities with regards to PROW were guiding the review.

Referring to section 3 and section 4 of the report, Ian Kelly explained about the various workstreams and objectives of the review, and the timetable of the review.

Ian Kelly referred to section 5 of the report, explaining the proposal to introduce route categorisation – prioritising routes making up the PROW network. He said that the proposed approach was seen as meeting the County Council's statutory duties in an efficient and appropriate manner with the resources available. In the past there had been an inconsistent approach across the county where a lack of transparent and comprehensive prioritisation had led to a 'he who shouts loudest approach'. The new model once agreed would present a more realistic spread of high, medium and low category paths. He referred to the overview of the proposed approach to route categorisation. He explained the difficulty of measuring community value, even though community value was important. Consequently the proposal was to initially assign a route score and category based solely on the key characteristic of the route.

Ian Kelly went on to refer to section 6 of the report relating to the review of procedures in particular to the common themes and to section 7 of the report relating to Third Party Volunteers. The review of procedures included greater use of community countryside volunteers and ensuring that work was undertaken at the appropriate level within the PROW team. Another theme related to asking landowners to take on more responsibility and moving towards enforcement action more quickly within the procedures. He explained that in respect of third party volunteers the PROW service was working with Lower Wharfedale Ramblers to develop a pilot project as detailed in paragraph 7.1. The hope was that the service could engage with other groups around the county that had also expressed an interest in proactively maintaining the network.

Members made the following key points:

- A Member asked who was responsible for cutting the grass on footpaths, noting that in rural areas especially footpaths were becoming narrower due to the vegetation not being cut back. Ian Kelly confirmed that overhanging vegetation on to a PROW was the responsibility of the landowner to cut back. Any growth on a PROW itself was the responsibility of the County Council to clear.
- A Member noted that it was a tremendous challenge for the County Council with its limited resources and funding to be responsible for all PROW outside of the National Park Authority areas. He referred to paragraph 5.3 of the report setting out the statutory duty on the local authority to 'maintain' PROW. He sought clarification as to whether the proposed approach of route categorisation would ensure that the County Council was still reasonably complying with its statutory duty. Ian Kelly said that he was confident that the County Council would still be complying with its statutory duty. The reality was that the proposed changes to the service were necessary in light of efficiencies needing to be made.
- A Member noted that most PROW in urban areas were kept clear because they were regularly used. When it came to rural areas this was less so. He asked how enforcement would be taken against landowners who were not complying with their duties. Ian Kelly said that in the first instance it was through

educating landowners on their responsibilities. The County Council's website contained information setting out landowners responsibilities in respect of PROW. The County Council had not prosecuted a landowner for a number of years and wherever possible tried to ensure a lot of negotiation was done before moving on to the prosecution stage. However in future less time could be spent on going back and forth numerous times before taking action or requiring landowners to undertake necessary works.

- A Member said that the overall impression was that the review appeared to be quite bureaucratic. He said that he would have liked to have seen more information on the definition of route categorisation to be used. It would be difficult to define 'local community' and in this regard parish councils were not always best placed to act as consultees on PROW proposals as they might not have clear knowledge about PROWs in their area. Also the network users listed in paragraph 5.12 of the report were sometimes unrepresentative of the views of the local community.
- A Member noted that from the experience in his local area some PROW were well-used whilst others had become lost. There were often a range of different and sometimes conflicting interests within a community. The proposed approach in the report went a long way to ensuring a standardised approach and he supported this.
- A Member said that he supported the scope of the review, commenting that it was well-thought out and comprehensive in its nature.
- A Member said that he had received a letter from a resident in his division about a number of PROW issues on the 'Minster to Minster Marathon' from Ripon to York, primarily following the River Ure/River Ouse route. The main problems appeared to be neglected and overgrown PROWs, including giant hogweed and Himalayan balsam, with complaints about other sections not being passable. The Member asked for the route to be checked and asked if the County Council had received the letter. Ian Kelly said that the letter will have been logged and would report back to the Member on the issues in the letter.

Resolved -

- (a) That the report be noted.
- (b) That the Committee supports the proposed approach to route categorisation and the review of working procedures set out in the report.

118. Work Programme

Considered -

The report of the Corporate Development Officer inviting the Committee to:-

- (a) Note the information in the report.
- (b) Confirm, amend or add to the areas of work shown on the Work Programme schedule (attached as Appendix A to the report).

Resolved -

That the report be noted.

The meeting concluded at 1.16pm

JS

North Yorkshire County Council

Transport Economy and Environment Overview and Scrutiny

1 February 2017

Local Enterprise Partnership Update

Report of the Corporate Director – Business and Environmental Services

1.0 Purpose Of Report

- 1.1 This report provides an update on performance of the York, North Yorkshire & East Riding Local Enterprise Partnership (YNYERLEP), including;
- 2017 Performance against targets
 - Local Growth Fund Update
 - EU Funding Update
 - Collaboration with neighbouring Local Enterprise Partnerships (LEPs)
 - Brexit & Industrial Strategy

2.0 2017 Performance against targets

- 2.1 Annex A provides a detailed analysis and RAG rating against all delivery plan targets;
- 2.2 The Business headlines are;
- 2.2.1 The decision to Exit the EU had a short term impact in that the signing of EU contracts was delayed whilst government formed its position. As a consequence, numerous EU funded business support projects are starting later than anticipated. The 2016/17 target for businesses supported was reduced by 25% from 4400 to 3300. We are on track to exceed the 3300 revised target with an outturn to the end of December of 3202.
- 2.2.2 The following EU funded schemes are launching early 2017
- Business Start Up – Enterprise Programme
 - Access to Finance - €400m Northern Powerhouse Investment Fund
 - Supply Chain & Productivity
 - Manufacturing Growth Service
 - Broadband Infrastructure
 - Innovation
 - Innovation Vouchers
 - Grants for Research & Development
 - Product and Process Innovation
 - Stimulating Innovation in Agri-Food
 - Bio-Economy Support Programme

2.3 The Skills Headlines are;

2.3.1 The Careers & Employability programmes with schools are all exceeding target. The Pilot in partnership with NYCC supporting schools to deliver quality assured careers advice has seen its first schools achieve a quality accreditation, whilst the Careers & Enterprise Programme is now working with 40 schools across York and North Yorkshire.

2.3.2 Over £19m European Union (EU) programmes have now launched covering;

- Skills Support for the Workforce
- Higher level skills
- Apprenticeships
- Better Careers Guidance
- Support for young people not in education, employment or training (NEET)
- Skills Support for Unemployed People
- Access to Employment
- Building Better Opportunities (Co-investment with Big Lottery)
- Community Grants

2.3.3 An Apprenticeship Strategy will be launched in February 2017 setting out how we will increase the number, quality and level of apprenticeships

2.3.4 A review is underway, led by Skills Funding Agency of all FE provision across York, North Yorkshire, East Riding and Hull. This will report recommendations in March 2017.

2.3.5 We have been working with the North Yorkshire Health & Wellbeing Board supporting the development of their 2016 annual report designed to improve health & wellbeing in the workplace. We are now supporting the roll out and dissemination of their findings, including having developed an e-book aimed at small and micro businesses.

2.4 The Infrastructure Headlines are:

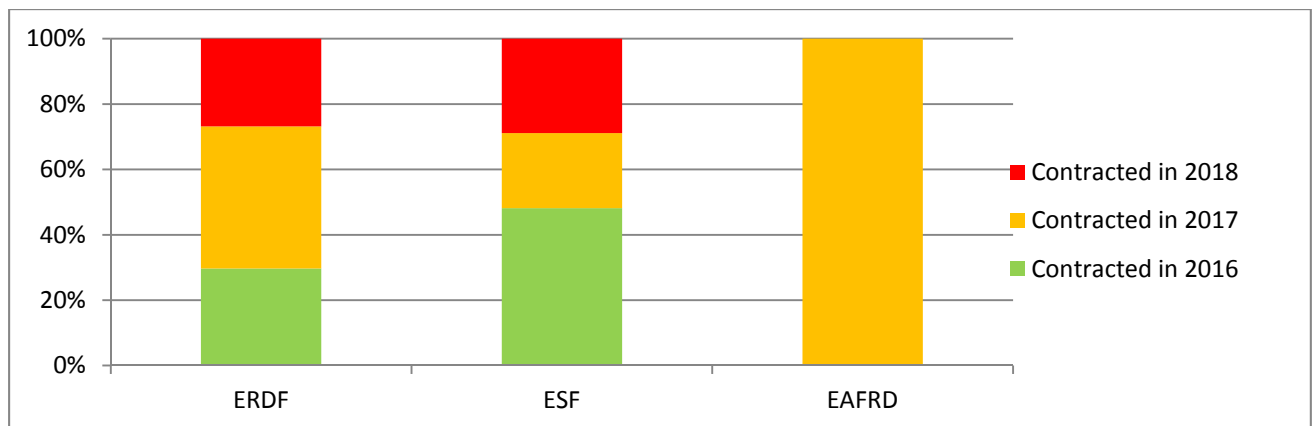
2.4.1 We are on track to deliver our 2016/17 Local Growth Fund Allocation. This includes delivering an additional £3.4m highways funding having only been advised in December 2016 that the investment was to be accelerated into this year. This acceleration of transport funding reflects NYCC's strong performance in delivering its highways maintenance investment. The table below summarises the LGF at a programme level. **Annex B** provides a project level breakdown. The projected positive £0.498m variance will be managed around the year end.

Local Growth Fund 2016/17 Outturn			
	Budget £m's	Expenditure £m's	Variance £m's
December Position Reported	£21.262	£22.753	£1.491
Changes:			
Increase in DfT Budget	£3.440	-	-
Let's Grow	-	-£1.000	-
Small Skills Capital Projects	-	-£0.253	-
NYCC Highways Additional Expend	-	£2.400	-
Bridlington Harbour (Round3)	-	£1.300	-
Total	£24.702	£25.200	£0.498
DCLG Section 31	£12.962	£13.460	£0.498
DfT Section 31	£11.740	£11.740	£0.000

- 2.4.2 The highest risk project is currently Olympia Park, Selby where a deal between the landowner and developed fell through. NYCC & Selby District Council are currently working in partnership to explore the potential for a public sector led solution. A decision is likely mid-2017.
- 2.4.3 We are currently awaiting the formal announcement of our Local Growth Deal 3 bid outcome. **A verbal update will be provided**
- 2.4.4 The Growing Places Loan fund remains almost fully committed. Additional returns are expected by the year end which will enable further market engagement. The investments to date are;
- Whitby Business Park - £2.5m
 - North York Moors Railway - £0.5m
 - National Agri-Food Campus, Sand Hutton - £2.7m
 - A1mJ50 Business Park, Melmerby - £0.9m
 - Sherburn2 Industrial Estate - £2.9m
- 2.4.5 Ministry of Defence (MOD) – On the back of the MOD announcements late 2016, we are undertaking some work to review all MOD sites across the LEP area, analyse MOD intentions and growth/site closures and understand the impact and potential opportunities. This will report in March 2017
- 2.4.6 Spatial Plan – work continues with all Local Authorities across the LEP area to develop a non-statutory spatial plan. This will inform future strategic investment decisions.

3.0 European Union Funding Update

- 3.1 The latest EU funding update following the EU Referendum result states that contracts signed right up to the point the UK leave the EU will be honoured. From our LEP perspective this should mean we are able to commission and contract for our full €110m. In summary this means;



4.0 Collaborating with Neighbouring LEPs

- 4.1 We continue to work closely with neighbouring LEPs, collaborating where we can deliver better outcomes. In particular;
- The majority of EU Funded business support programmes are joint with one or more neighbouring LEPs.
 - Joint working with Humber LEP around careers advice and in support of the review of further education (FE) across York, North Yorkshire, East Riding & Hull
 - Joint work with Leeds City Region (LCR) around Inward Investment. This has delivered the largest house building factory in Europe at Sherburn in Elmet employing 400 people and we are actively working on several other proposals which could deliver hundreds of jobs into North Yorkshire.
 - Co-Investment in strategic sites, for example both we and LCR have investment profiled for Olympia Park, Selby.

5.0 Brexit & Industrial Strategy

- 5.1 The decision to leave the EU raises a number of issues and risks which we have been actively monitoring. Most notably these are;
- Impact on business and business investment from loss membership of EU market.
 - The impact on availability of foreign works both at a skilled level, but also seasonal workers across tourism and agriculture
 - The impact on our Universities from the perspective of attracting the best teaching staff, attracting EU students and also being able to access EU Research Funding
 - The impact of the potential loss of EU Funding for business support and skills
 - The impact on the rural economy and farmers from
 - Loss of farm payments
 - Future trade deals
 - A future Industrial Strategy
- 5.2 Subsequent to the decision to leave the EU, the government has announced the intention to develop a national Industrial Strategy. Importantly this strategy will have a strong place element, allowing local areas to identify their needs and secure support for the issues which have greatest impact on their local economy.

- 5.3 A consultation is expected shortly and this will be an opportunity to ensure North Yorkshire's economy is well represented and the issues and challenges it faces addressed. In particular I would reference;
- The importance on our natural assets in underpinning the wider economy. This would include
 - The role agriculture, in particular the uplands plays in underpinning the economy of the wider area and the tourism sector as well as its vital role in protecting urban areas from flood risk. We are working with key local stakeholders to develop a proposition for government around how future investment in rural areas could be structured, developing local supply chains, protecting the environmental asset and defending against flooding.
 - Our natural assets in driving growth, for example a new Potash mine boosting the economy by £1bn and offshore wind. This will also cover the opportunity for new crops and the core role in the UK challenge of food security.
 - The risk presented to major industry by UK policy changes. This will reflect the challenge and opportunity from the Energy Corridor of Ferrybridge, Eggborough, and Drax Power stations across to the renewable energy opportunity in Humber. There are both risks and opportunities associated with this.
 - The need to drive rural productivity and the importance of connectivity in delivering this. This includes Broadband, Mobile and also ensuring the region is connected into the major national infrastructure such as HS2.
 - Key skills issues such as the lack of engineers and the challenges facing the care sector.
 - Tackling pockets of deprivation such as in our coastal towns, which have seen a structural change from their role as primarily a seaside holiday resorts in the 70's and 80's.
 - The challenge of rurality, particularly in an era of reducing public services.
 - The role of Universities in driving the economy and stimulating innovation.

6.0 Recommendations

- 6.1 The Committee are asked to;
- a. Note the performance of the York, North Yorkshire & East Riding Local Enterprise Partnership
 - b. Support the work in responding to the Industrial Strategy in order to respond to the challenges presented by the UK exit from the EU.

DAVID BOWE
Corporate Director, Business and Environmental Services

Author of Report: James Farrar

Background Documents to this Report: None

Annex A: 2016/17 Delivery Update

Business				
Activity	KPI's	Comments	RAG	
Profitable Successful Businesses	Help fledgling businesses get off the ground			
	ESIF Enterprise!	New Programmes Launched	Contract signed delivery starting	
	Pop Up Business Café	15 cafes	10 held to date	
	Help established small and micro businesses			
	How's business	33000 businesses engaged	27410 to end of December	
		3300 accessing support	3202 to end of December	
	ESIF Broadband infrastructure	New Programmes Launched	Contracted and delivering	
	ESIF IT Business support	New Programmes Launched	Coventry University bid approved. At contracting stage	
	Help growth minded businesses			
	Lets Grow Grants	£3.7m Committed 600fte created/safeguarded	£3.6m committed.	

	ESIF NPIF access to finance £400m	New Programmes Launched	£400m fund launched Jan 17 – concerns of level of micro-finance. David Dickson to sit on Strategic Oversight Board	
	ESIF Tourism Cooperation	New Programmes Launched	Will not proceed due to post Brexit National Policy	
	ESIF Tourism Infrastructure	New Programmes Launched	Call launch Jan 2017	
	ESIF Manufacturing support	New Programmes Launched	Contracted & Delivering	
	ESIF Innovation vouchers	New Programmes Launched	Contracted & Delivering	
	ESIF R&D Grants	New Programmes Launched	Contracted & Delivering	
	ESIF Content Fund	New Programmes Launched	Not proceeding	
Agri Food & Bio economy	Supply chain interventions in agri-food / bio renewables			
	Profit from sustainability phase 2		Delivered 115 business assists to date	
	Agri-food Yorkshire network		Network launched – 15 networks are members	

	ESIF EAFRD Food processing grants		Call Launch Jan 2017	
	Access new intellectual property, technology and processes			
	Capital Investment Working Group	Bioeconomy pipeline investments identified	Full Business Plan closing date Feb 2017 for approved outline business plans	
	Food Innovation Network		National Network launched	
	Low Carbon R&D grants		Contracted & Delivering	
	Attract investment			
	International Business Festival		National event attended – content to be developed into local export campaign	
	Inward investment		Discussions underway with various opportunities inc. <ol style="list-style-type: none"> 1. Sugar Refinery 2. 200 Jobs investment at Sand Hutton 3. Expansion at Sherburn Industrial Estate 	
	Develop skills for the future		Skills Support for the Workforce Contracted & Delivering	

Strategy/Planning	1. Science and Innovation audit		SIA underway. Additional Northern Powerhouse level discussion between LEPs and Innovate UK around a demand led study.	
	2. Low Carbon Strategy		Bringing together existing strategies.	
	3. UKTI Export joint working plan		Joint work with UKTI on supply chain enhancement in development	
The skills				
	Activity	KPI's	Comments	RAG
Skills Capital	LGF Committed Investments Askham Bryan Agri-tech, Askham Bryan Engineering, Harrogate College Selby College (equipment only)	£0.9m LGF Investments Askham Bryan x2 Complete Harrogate College Complete Selby College Complete	All projects on track to complete and attract new learners in sept 16	
	FE Investment Plan	Pipeline Investments developed	Growth deal package totalling £8.5m submitted.	
Workforce Skills	ESIF - SFA Opt In Skills Support for the Workforce, Apprenticeships, Higher Level Skills	New Programmes Launched	All programmes contracted and delivering	

	Future ESIF Activity Targeted sector research, Higher Level Skills inc Graduates, Interns, Enterprise, Apprenticeships Leadership and Management	Market Appraisal & Specification Complete	All programmes contracted and delivering	
Young People	Committed Investments Careers Guidance Pilot Careers & Enterprise Company Scarborough Engineering Week	30 Schools in York & North Yorkshire.	Target exceeded. 40 Schools engaged. Careers Enterprise Company to fund dedicated post in Scarborough	
	ESIF - In Development NEET, Employability, Careers Information, Advice & Guidance	New Programmes Launched	All programmes contracted and delivering	
Social Inclusion	ESIF - Big Lottery Building Better Opportunities Opt In	New Programmes Launched	All programmes contracted and delivering	
	ESIF - DWP Access to Employment Opt In	New Programmes Launched	All programmes contracted and delivering	
	ESIF - SFA Community Grants	New Programmes Launched	All programmes contracted and delivering	

Strategy/Planning	1. Apprenticeship Plan 2. FE Area Review 3. Higher Level Skills Plan 4. Skills Capital Investment Plan	Strategies/Plans Adopted	Apprentices: Apprenticeship strategy & delivery plan to be signed off by Feb Board. Area Review: Detailed options being worked up. Next steering group Jan 2017 Skills Capital Investment Plan: Included within the Local Growth Fund Bid Higher Level Skills Plan – activity being funded through ESIF, however plan not progressed due to changes at Higher York.	
Infrastructure				
	Activity	KPI's		RAG
Successful Distinctive Places	Growing Places Committed Investments Potter Group- A1MJ50, NYM Railway, NAFIC, Whitby Business Park, Sherburn Industrial Estate	Investments Managed Min £xx Returns	NAFIC – Site now sold to Capita – £629k repaid. Whitby Bus Park – Increased interest following Potash approval, increasing early repayment chances. Sherburn – Heads of Terms agreed with potential investor.	

			A1MJ50 Bus Park – work complete and marketing underway.	
	Growing Places Future Pipeline - Secure funding Market engagement & project developments	Pipeline Investments developed	Holding balance c.£622k	
	LGF Infrastructure Investments Middle Deepdale, Olympia Park, North Northallerton Malton Business Park	£11.9m LGF Investment £3.5m HCA Loan Malton Agri Park opened with 1st tenant Skipton Flood Scheme Opened Middle Deepdale Road Complete	On track. Mitigations in place as per December Board Paper. Northallerton S106 signed Dec 2016 Olympia Park Investment inc HCA £3.5m Loan will not happen in 2016/17 New schemes brought forward include Tadcaster Bridge Bridlington Harbour Full Bus Plan to be considered by Feb Infrastructure Board	
	LGF Pipeline	Growth Plans agreed for key towns & City of York	Growth Deal Submission announcement imminent.	
	Housing Growth Housing Delivery Investment Plan (via Housing Board)	HCA Investment Attracted	LEP Infrastructure Board to become Joint Asset Board with HCA	

			Community Led Homes Bid Successful No Garden Villages approved in Yorkshire No Starter Homes programmes in North, East or West Yorkshire.	
	York Central Enterprise Zone	Enterprise Zone Delivery Plan developed & on track	Paper to January Board.	
Well Connected Economy	LGF Transport Committed Investments Catterick Junctions NY Highways Maintenance, ER Highways Maintenance Bedale Bypass	£5.5m LGF Investment Catterick/Bedale Bypass Complete	Claims received and paid for maintenance schemes, Bedale Relief Road opened, Submission for Additional investment in Catterick junctions to be considered by February Infrastructure Board.	
	LGF Pipeline A1/A59 Junction A1079	Investments Contracted	Business cases being developed.	
Strategy/Planning	1. SEP Update 2. LGF Round 3 Bid 3. Evaluation Plan Implemented 4. Growth Town Plans 5. Yorkshire Coast Plan 6. Transport Investment Plan	Strategies/Plans Adopted	SEP Published LGF Submitted Transport Majors Submitted Yorkshire Coast Plan Complete Evaluation Plan to be finalised	

LEP Management				
	Activity	KPI's		RAG
Organisational Development	Project Management IT System Developed & Implemented	System operational	System implemented and data upload underway	Green
	Staff Development Team Development Plan Individual Development Plans	Staff Survey Results	Revised structure part of Governance Review to January Board	Orange
Good Governance	Stakeholder Plan Annual Report, AGM, Media/PR, Social Media/Twitter, LEP Website LA Liaison Plan, Government FE Principals, Business	Stakeholder Plan Stakeholder Survey Results	Annual Report, AGM complete Stakeholder survey underway	Orange
	Board Management Main Board Skills Board Infrastructure Board Growth Hub Board	Board Survey Results	Governance review to January Board	Green
	Audit Assurance Framework LGF Audit Overview & Scrutiny Committee LA Partner Overview & Scrutiny	Satisfactory compliance with all audits	Governance review to January Board	Green

	Finance Long Term financial Plan developed Financial Reporting Implemented	Long term financial plan approved by Board	Being developed as part of 2017/18 Delivery Plan	
	Transparency	All Board & Investment Papers Published	All papers published online.	
Devolution & Brexit	Support development of devolution plans	Devolution deal secured	Ongoing discussions between LA Partners	

Annex B: Local Growth Fund Financial Position

Project Name	2015/16	This Financial Year 2016/17			All Years 2015-21		
	Actual	Original	Revised	Variance	Original	Revised	Variance
	£m	£m	£m	£m	£m	£m	£m
Business Growth							
National Agri-Food Innovation Campus.	0.0	2.0	0.0	-2.0	8.3	0.0	-8.3
York Bio-Hub.	0.0	1.0	1.0	0.0	5.0	1.0	-4.0
Let's Grow Business Grant Scheme	0.0	0.0	0.0	0.0	0.0	2.0	+2.0
Bio economy Programme	0.0	0.0	0.0	0.0	0.0	8.6	+9.0
Skills Capital							
Harrogate College.	2.8	0.0	0.2	+0.2	4.0	3.0	-1.0
Askham Bryan College – Agri. Skills	1.0	0.0	0.0	0.0	1.0	1.0	0.0
Askham Bryan College –Eng, Centre.	0.6	0.0	0.0	0.0	0.6	0.6	0.0
Additional Skills Capital projects <ul style="list-style-type: none"> • Selby College Equipment • Craven College new build • Small scale projects • East Riding College 	0.1	0.0	0.2	+0.2	0.0	1.0	1.0
Strategic Sites							
Housing growth at Scarborough.	2.3	0.0	0.0	0.0	2.3	2.3	0.0
Growth at Catterick Garrison.	1.2	0.0	0.8	+0.8	1.2	1.2	0.0
Housing and employment at Northallerton.	1.9	5.0	4.1	-0.9	6.0	6.0	0.0
Olympia Park, Selby – LGF	0.0	3.0	0.0	-3.0	8.0	8.0	0.0
Skipton Employment -Flood Alleviation Scheme	1.2	1.2	0.0	-1.2	1.2	1.2	0.0
Malton Agri Business Park	0.6	0.8	1.5	+0.7	2.1	2.1	0.0
Olympia Park, Selby HCA Loan (THIS IS DEALT WITH DIRECTLY BY THE HCA)	0.0	0.0	0.0	0.0	3.5	3.5	0.0
Transport							
Newlands Bridge Drax-M62	1.5	0.0	0.0	0.0	1.5	1.5	0.0
N Y Road Improvement Scheme	2.1	7.0	9.4	+2.4	24	24	0.0
A1079 – Improvements	0.0	0.0	0.0	0.0	8.0	6.3	-1.7
A1/A59 improvements	0.0	0.0	0.0	0.0	0.8	2.5	1.7
E R Road Improvement scheme	0.0	4.8	4.8	0.0	16.7	16.7	0.0
Dalton Bridge	0.0	0.0	0.4	+0.4	0.0	1.8	+1.8
Tadcaster Bridge	0.0	0.0	1.4	+1.4	0.0	1.4	+1.4
Pre-allocated transport funding (DIRECT WITH DFT) <ol style="list-style-type: none"> 1. Bedale Bypass (£18.4m) 2. York-Harrogate Rail Improvements (£9.6m) 	15.5	0.0	0.0	0.0	28.0	28.0	0.0
Development and Delivery Costs	0.0	0.0	0.2	+0.2	0.0	0.8	+0.8
Bridlington Harbour (Rd 3 b/f potential)	0.0	0.0	1.3	+1.3			
Total value of Growth Deal Projects	30.8	24.8	25.3	+0.50	122.2	124.3	+2.5

North Yorkshire County Council

Transport, Economy & Environment Overview and Scrutiny Committee

1 February 2017

North Yorkshire Director of Public Health Annual Report Update

1 Purpose of Report

- 1.1 This report provides an overview of progress on the Director of Public Health (DPH) Annual Report 2016 about the working age population and their health and wellbeing.

2 Background

- 2.1 An annual report which outlines the health of the local population is a statutory duty of the Director of Public Health. In North Yorkshire, these reports have provided a suite of interconnected and related reference documents which have systematically outlined the role and function of public health, opportunities to strengthen communities, children and young people, working age adults and (in 2017) older people.

The 2016 report was published September 2016 and focused on the health and wellbeing of the 61% of people in the working age population. The report recommended two strategic priorities for action which were to;

1. Create healthy workplaces and
2. Build a healthy workforce.

In addition to providing an overview of key issues the report was intended to be a “call to action” for use by individual organisations and serve as a catalyst for workplace health.

In the context of the Council Plan and the growth agenda, this DPH Annual Report allows us to focus on the benefits of economic growth that provides good jobs which enhance health and wellbeing in North Yorkshire. There are opportunities to promote business growth that is inclusive and helps to reduce variations in health outcomes. Progress towards the two strategic objectives above are outlined below.

3 Create healthy workplaces

- 3.1 The link between healthy workplaces and business outcomes such as performance productivity, staff engagement, organisational reputation is well established. The report recommends action at a policy level to promote healthy lifestyles in workplace settings.
- 3.2 Public Health England recommends the use of the national workplace wellbeing charter to drive change and health improvement within workplaces. Consequently a business case was developed which requested use of the

public health grant to provide support and practical guidance to help them promote health within the workplace. The proposed model would provide a comprehensive health improvement service to organisations and would include the following components:

- Support in developing a health needs assessment and ensuring that activities are planned according to the needs of the population
- Ensuring that interventions are evidence based
- Signposting to other workplace service providers and commissioned services e.g health checks, stop smoking service
- Developing the wider public health workforce by providing quality training to organisational champions on health and wellbeing and other mental and physical health issues e.g managing mental health in the workplace, back care.
- Assessing organisations against the national wellbeing charter standards.

3.2 North Yorkshire County Council is committed to this agenda and has convened a cross directorate healthy workplace group to ensure it is taking proactive action to be a health improving employer. The group has led on conducting a health needs assessment and developing work streams on leadership, smoking and mental health. NYCC is working towards the national workplace wellbeing charter and has signed up to the national Mindful Employer charter.

4 Build healthy workforces

4.1 Action to build healthy workforces has focused on the delivery and development of the national public health concept *Making Every Contact Count (MECC)*. Briefly, this approach seeks to equip people with the knowledge, skills and confidence to maximize everyday interactions and provide brief evidence based opportunistic advice on lifestyle issues and mental health. National evidence suggests the impact of the MECC approach is widespread and has positive outcomes for organizations in creating healthy workforces.

4.2 As one of the largest employers in North Yorkshire, with a strong customer facing role, MECC was firstly implemented in North Yorkshire County Council. The training model was developed to include an eLearning component (to increase knowledge), complemented by a face to face training session (to increase skills and confidence). The project has been comprehensively evaluated and also embedded within the health and social care case management system, so MECC conversations with customers are recorded.

4.3 Since September 2015 over 1,000 NYCC staff (785 e-learning, 1149 face to face) have been trained in this approach.

4.4 We have recently completed a procurement process and a provider has been appointed who will provide training to the wider public health workforce. This one year project will use a train the trainer model to build capacity within organizations to deliver MECC internally.

- 4.5 We are also developing distinct organizational pilot projects with Yorkshire Ambulance Service and Yorkshire Fire and Rescue Service.

5 Recommendation

- 5.1 The overview and scrutiny committee are asked to discuss and champion the Wellbeing Charter and the MECC approach and support progress towards creating 'good, healthy growth' in the population as detailed in this report.

Author of Report: Vicky Waterson - Health Improvement Manager
Report Sponsor: Dr Lincoln Sargeant - Director of Public Health

Contact details:
Tel: 01609 532450
Email: vicky.waterson@northyorks.gov.uk

North Yorkshire County Council**Transport, Economy & Environment Overview and Scrutiny Committee****1 February 2017****Apprenticeships****1 Purpose of Report**

The purpose of this report is to provide an update on North Yorkshire County Council's activities on apprenticeships and other employment support initiatives in the context of the Government's national reforms to apprenticeships.

2 Summary

- 2.1 North Yorkshire County Council continues to support apprenticeships and other schemes both as an employer and in the wider economy through front line services, schools, the LEP, and activities with partners. The challenge of the new national apprenticeship arrangements provide an added dimension to this work.

3 Background

- 3.1 North Yorkshire County Council has a good record of offering apprenticeships and has won national awards for doing so. However, in recent years the numbers of apprentices have declined due to the stringent public sector financial climate and services being streamlined.
- 3.2 There are currently 23 Apprenticeship trainees plus 58 existing staff undertaking Diplomas (52 completed) eligible to draw down apprenticeships funding under the current regime. The most common type of apprenticeships has continued to be within Business Administration however there has been other apprenticeships within services such as customer services, ICT and Health and Social Care. The vast majority of apprentices have progressed into other employment with the Council with positive outcomes.
- 3.3 The climate is now changing with the advent of the Government's new national arrangements for apprenticeships effective from 1st April 2017.

4 New National Apprentice Scheme

- 4.1 The National Productivity Plan published by the Government in July 2015 includes an aim to improve the quality and quantity of apprenticeships in England, and confirmed an ambition for 3 million new apprenticeships by 2020. The key underpinning points of this aim have now been enacted as part of the Enterprise Act 2016, and are effective from 1st April 2017.
- 4.2 It should be noted that there remain significant gaps in the Government's guidance to employers on how to implement the new arrangements.

Employer led

- 4.3 Apprenticeships will be much more employer led with new standards being developed to ensure apprentices have the skills, knowledge and competency for their profession. Both young people and adults are eligible, and new higher degree level apprenticeships will also be available. A new national employer led body, The Institute for Apprentices has been established to oversee these new arrangements.

Statutory Footing

- 4.4 To support the quality objectives of the National Plan, only individuals on an approved statutory apprenticeship scheme can be called an Apprentice and this status is also protected by statute. The main rules governing what an apprenticeship is are as follows:
- The apprentice must be employed in a real job and can be a new staff member or an existing employee. There is no age limit.
 - The apprentice must work towards achieving an agreed standard or framework in a particular profession
 - The apprenticeship training must be a least 12 months
 - The apprentice must spend at least 20% of their time in off-the-job training
 - The apprentice must work a minimum of 30 per week, or if part time (at least 16 hours per week) the length of the apprenticeship is extended proportionately.

Apprenticeship Levy

- 4.5 To fund the new arrangements, all employers with a pay bill over £3m p.a. will be required to pay an annual Levy at the rate of 0.5 % of their pay bill, collected monthly by HMRC. The levy amount will sit in an online digital account, with the Government giving a 10% top up. Non levy payers will be 90% centrally funded by Government and must provide the remaining 10% funds themselves. The final details of how the levy will be calculated have still not been confirmed by Government. There is a further national technical consultation with a deadline of 9th February 2017, but the Government response to this is not expected until the last week of March leaving employers 1 week to implement payroll arrangements prior to deductions by HMRC.
- 4.6 The Levy can only be spent on apprenticeship training and assessment provided by nationally approved training and assessment providers, who must meet the above statutory criteria. Salary and other costs must be paid by employers. The Government's deadline for approving applications from Providers to register is the end of March, and therefore many will not be ready in time for the launch of the new arrangements in April.
- 4.7 Approved Providers can only deliver nationally approved apprenticeships adhering to new employer led apprenticeship 'Standards'. The Government has not provided sufficient time in the implementation timetable for many 'Standards' to be developed. As a result, Government have allowed the current apprenticeship 'Frameworks' to be rolled over for an unspecified

period, likely to be between 1-2 years, and have also extended the period of time to use the annual levy to up to 2 years.

- 4.8 There are 15 funding levels within the levy but at the time of writing the Government has still not confirmed which levels of apprenticeship will attract which levels of funding. Apprenticeships cannot start without this information as it will be impossible to know how much levy to draw down and so Providers cannot be paid. This also makes financial planning of the levy very difficult.
- 4.9 The proposed rules for the operation of the levy include Councils being liable for all Community and Voluntary Controlled schools where the local authority is the employer regardless of local management of schools (LMS) arrangements. NYCC challenged this proposal as a Council, and together with other Councils through the LGA, as part of the national consultation process in February – March 2016. There has been no reply from Government to these consultation submissions, although all Government communications now confirm that Councils will be liable to pay HMRC the levy for these schools. Voluntary Aided and Faith schools, Academies and Free Schools have separate arrangements.
- 4.10 The table below provides an estimate of the levy for NYCC, and for Community and Voluntary Controlled schools, as well as what will be received by NYCC back into its online digital account with the Government's 10% top up. Given the Councils financial position, a decision has been made that these schools will have to be charged for the annual levy the Council will pay on their behalf. Such schools are being notified during week 23rd February via the North Yorkshire Education Partnership.
- 4.11 However, given the challenges of reaching our public sector target (set out below), it may not be possible to be able to access all of the levy funding and hence recoup the levy.

All figs Annual	Gross Pay	Total incl. On costs	0.5% of Total Pay bill (less £15,000 allowance	Total Levy Credit to NYCC (including 10% top up from Government
Council Staff	£119.65m	£149.90m	£0.75m	£0.83m
Schools	£216.17m	£263.70m	£1.30m	£1.43m
Total	£335.82m	£413.60m	£2.05m	£2.26m

Public Sector Apprenticeship Target

- 4.12 To support the volume objectives of the National Plan, the Enterprise Act amends the Apprenticeships, Skills, Children and Learning Act 2009 to enable the Secretary of State to issue Regulations to set apprenticeship targets for all public bodies. The target is currently set at 2.3% of headcount for public bodies with more than 250 employees. The proposals for the operation of the target define headcount as actual numbers employed regardless of hours worked, as opposed to full time equivalents (FTE), thus artificially inflating the target. In addition, the target for local authorities also includes a figure for Community and Voluntary Controlled schools. NYCC challenged this

proposal, and together with other Councils through the LGA, as part of the national consultation process in February – March 2016. Again there has been no response from Government, although all new Government publications confirm these proposals will be implemented.

- 4.13 The table below details the impact of the target on NYCC and Community and Voluntary Controlled schools. It will be very challenging for NYCC to meet this target as it is unlikely it will have a business need for this level of apprenticeships, although this is mitigated by the fact that currently the rules allow for current employees to qualify as well as new starters. There are no penalties for not meeting the target but we will have to report on efforts put in place and the results may be published.

Targets based on Q4 2015/16	Workforce (Actual Headcount)	Target @ 2.3%
Core Council	8,391	193
Community & VC Schools	12,472	287
Totals	20,863	480

5 North Yorkshire Economy

- 5.1 The achievability of the apprenticeship target for the County Council is also affected by the number of unemployment claimants in North Yorkshire which are low around 2% in comparison to the national average of 5.1%. According to the North Yorkshire Economic update as of July 2016, there were 304,400 North Yorkshire residents in employment, with 2,201 job seeker claimants, of which 270 were aged 18-24 (12.3% of overall claimants). The vast majority of these are officially classified as 'long term unemployed', i.e. 6 months plus, and cannot easily be employed as apprentices in the short term.
- 5.2 2,201 job seeker claimants is insufficient to meet the aggregate of the target for all public sector employers in the County even without including the likely requirements of the private and voluntary sector, all fishing in the same labour pool across the local economy. A notional 2.3% quota of the North Yorkshire working age population of 304,400 would produce a notional apprenticeship target / requirement for the North Yorkshire economy of 7,001, around 3.5 times higher than the number of people available.

6 Workforce Data and Planning

- 6.1 More positively, despite the above mentioned challenges, the Council's targeted workforce and succession planning approach has supported services to determine the workforce implications of service priorities which include identifying the need for graduates, apprenticeships, interns, new and developing managers. This shows a workforce need for specific professional disciplines in workforce 'hotspot areas' and likely future skills shortages, notably front line adult social care. Both entry level and higher apprenticeships will be part of the answer to meeting this service need and therefore part meeting our apprenticeship target. The advent of degree level apprentices is also an interesting development as is the ability to pool the levy

and other resources - but not the public sector target - across sectors to jointly procure apprenticeship providers, for example with the NHS (see below).

- 6.2 So apprenticeships also provide an opportunity to add value in shaping future workforce needs. NYCCs approach is to see apprenticeships as a progression route into jobs still needed in the future rather than a training scheme. Opportunities are being identified across council services, including schools, from business admin to teaching assistants, civil engineering to adult social care, ICT to paralegals. For areas with workforce challenges such as adult social care it is being used to create career paths, hopefully attractive to young people which is necessary given the worrying workforce age profile which reflects national demographics.
- 6.3 The Workforce Development team in the HR service has worked with all service areas to identify job roles suitable for apprenticeships, both for new starts and existing staff, with an initial focus on areas such as Health & Social Care, Engineering, ICT, Finance, Business Support, and other roles with high turnover or that are hard to fill. The additional focus will also be on identifying those current roles that require development or future succession planning requirements that could be delivered via the apprenticeship route. So far 226 apprentice roles have been identified, based on turnover of staff, with the vast majority being in Adult Social Care and Business Support. However, most of these will be at 'entry' or 'mid' level, meaning that up to treble that number, including schools, would be required every year to fully draw down all the levy that NYCC will pay.
- 6.4 Given that the levy and target will include Community and Voluntary Controlled schools it is proposed to also include the schools workforce, and further communications will take place with schools in the near future.

7 Wider Working with Partners

- 7.1 NYCC is working with Higher Education partners including Coventry University in Scarborough, on degree level apprenticeships in accountancy, law, ICT and engineering. These will supplement the usual graduate entry hoping that for "hard to fill" graduate areas such as Engineering it will provide a bigger pool of applicants, greater interest from local young people and in the long run higher retention.
- 7.2 The advent of Strategic Transformation Plans (STPs) in the NHS has also provided an opportunity for NYCC, and other Councils, to work together with Health partners on joint workforce concerns. There are three STP areas on NYCCs footprint, and the Workforce Development Team within the HR&OD service is engaged with the 'Local Workforce Action Boards' in all three of these areas. In particular work is ongoing with the Humber Coast & Vale board (covering Selby, Craven, Scarborough and Ryedale Districts plus City of York, East Riding and Hull) on a joint approach to recruiting and retaining entry level health and social care workers with plans for a joint approach to Apprenticeships.
- 7.3 NYCC is also working closely with the York, North Yorkshire and East Riding LEP as a strategic partner supporting the development of a LEP area Apprenticeship Strategy. Whilst there are currently many new challenges to the Apprenticeship agenda such as changes to the funding methodology,

introduction of the Apprenticeship Levy and the creation of new standards, there are also opportunities which all partners are keen to maximise. It is for this reason that a strategy for Apprenticeship growth in the area is being developed.

- 7.4 The Apprenticeship Strategy group informs shapes and facilitates apprenticeship activities across the LEP area to achieve the following priorities;
- Businesses creating more apprenticeship opportunities
 - Improving the quality of apprenticeship provision to support economic growth
 - Increasing the number of apprentices.

NYCC representation on the group encourages alignment of plans and coordination of resources on the Apprenticeship agenda

- 7.5 As part of the Leeds City Region (LCR) deal, York, North Yorkshire and East Riding LEP and NYCC worked with the three districts, Craven, Harrogate and Selby through an Apprenticeship Hub which encouraged and supported SMEs to take on Apprentices and linked young people to apprenticeship vacancies. The Hub achieved 102 Apprenticeship starts and was well received by businesses in the area. It ended in October 2016 pending the introduction of new EU funded projects aimed at increasing Apprenticeships.

- 7.6 The YNYER LEP has targeted its emerging ESF skills provision to build on the good practice of the Apprenticeship Hub. The £2m 'Apprenticeships Services' contract delivered by Grimsby Institute of Further and Higher Education will offer one to one support to SME employers in the area to grow Apprenticeships at all levels including new Higher Level and Degree Apprenticeships.

- 7.7 An additional Higher Level Skills project focused on Higher and Degree apprenticeships is planned to return 262 progressions across the LEP area and 400 new apprenticeship starts by March 2018.

- 7.8 A focus group on apprenticeships has been established to grow the offer from colleges particularly for Higher Level and Degree Apprenticeships.

8 Additional Support for Younger People

- 8.1 Careers Enterprise Company Enterprise Advisor Network - North Yorkshire schools are benefitting from the Careers Enterprise Company's initiative to create lasting connections between local businesses and education establishments through the Enterprise Advisor Network. This initiative is part funded and supported by the YNYER LEP.

- 8.2 Enterprise Advisers are volunteers drawn from businesses to work directly with secondary school or college leadership teams to develop effective employer engagement plans. It ensures that careers guidance delivered in secondary schools and colleges is more joined up to the needs of the local labour market. To date, the Careers & Enterprise Company is working with 38 schools across York and North Yorkshire and 16 North Yorkshire Schools have been matched with Enterprise Advisors so far.

- 8.3 NYCC is a member of the YNYER LEP Careers Strategy Group which, as a collective, has agreed a Careers Offer to ensure “all young people fulfil their potential and benefit from a thriving economy”. The Careers Offer states that all young people should access the following; Personalised IAG; Experiences of the Workplace; A Personal Portfolio to capture their employability journey, Link careers to the curriculum, have encounters with FE and HE and that schools all embed a careers policy.
- 8.4 The LEP is also launching a CEIAG (Careers Education, Information, Advice and Guidance) contract to improve careers guidance in North Yorkshire schools. This will ensure that all young people are fully informed of Apprenticeship opportunities and understand how to apply if it is an appropriate route for them.
- 8.5 The Recruitment Team in the HR&OD service continues to operate a successful work experience programme. The programme is available to all, the majority of the interest tends to be from students wanting to gain experience and skills during a holiday period or perhaps have finished their qualification and wanting recent experience to add to CV. There are occasional requests for work experience from school age students where they have not managed to source a placement through the education establishment. There is also interest from people looking to get back into work or perhaps taking a different career direction.
- 8.6 The Recruitment team are also discussing with colleagues in CYPS how the work experience can be best used by care leavers and promoted as an opportunity to help their future aspirations and are working collaboratively with colleagues in HAS and CYPS to provide 4 supported internships as part of a pilot scheme. A Supported Internship is a full time study programme which includes both study time and work placement (non-paid). It is designed for young people with learning disabilities aged 16-24 (and possibly physical disabilities), with an aim to providing a real job at the end of the programme.

9 Summary

- 9.1 This report outlines the challenges and opportunities of the new national apprenticeship arrangements and sets out the County Council’s continued leadership and work with partners to support apprenticeships and other employment activity which will contribute positively to its workforce needs and those of the wider economy.

10 Recommendation

- 10.1 The Committee is asked to note and discuss the information in this report

Justine Brooksbank
Assistant Chief Executive (Business Support)

Authors of Report:
Julia Spencer, Principal Workforce Development
Advisor, NYCC

Contact details:
Tel: 01609 - 536155

Hannah Beever, Enterprise Partnership Officer, Tel: 07971 - 675548
York, North Yorkshire & East Riding LEP

Date: 19 January 2017

Background Documents: None

North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

1 February 2017

Work Programme

1 Purpose of Report

1.1 This report asks the Committee to:

- a. Note the information in this report.
- b. Confirm, amend or add to the areas of work shown in the work programme schedule (**Appendix A**).

2 Background

2.1 The scope of this Committee is defined as:

- *Transport and communications infrastructure of all kinds, however owned or provided, and how the transport needs of the community are met.*
- *Supporting business, helping people develop their skills, including lifelong learning.*
- *Sustainable development, climate change strategy, countryside management, waste management, environmental conservation and enhancement flooding and cultural issues.*

3 UpdatesMembers Working Group on the Minerals and Waste Development Framework

3.1 A number of Members on this Committee sit on the Members Working Group.

3.2 The working group met on 7 October 2016 to be provided with a summary of the responses to the 'Preferred Options' consultation. This includes preferred sites for minerals and waste extraction. The main issues and concerns raised by those responding related to oil and gas (with the consultation running in parallel to the planning application for shale gas extraction at Kirby Misperton); environmental protection (calls for there to be a robust approach); site allocations (site specific comments); and waste planning.

3.3 Following the preferred options consultation and updating of evidence, a draft Minerals and Waste Plan was then produced with a six weeks publication period commencing in November 2016 for further representations to be made to the finalised draft Minerals and Waste Plan. The working group at its meeting on 7 October was provided with a summary of the main elements of the draft Minerals and Waste Plan.

- 3.4 The working group met again on 13 January 2017 following the close of the consultation period. The purpose of the meeting was to receive a summary of the main representations made to the finalised draft Minerals and Waste Plan.
- 3.5 Partly as a result of the work of the Joint Sub-Committee of Transport, Economy and Environment Overview and Scrutiny Committee and Scrutiny of Health Committee in 2016, the finalised draft Minerals and Waste Plan now includes more robust safeguards around shale gas and oil extraction. Whilst the scope of the Plan is limited by national planning policy and guidance, the relevant policies in the Plan, particularly Policies M16, 17 and 18, incorporate many of the recommendations put forward by the Joint Sub-Committee. They include:
- the introduction of spatial policy criteria relating to the location of shale gas operations
 - criteria to be applied to assess any cumulative impacts arising from a proliferation of well sites
 - more guidance on how the waste (including the transportation of waste water) arising from the development of an onshore shale gas industry will be managed
 - criteria seeking to protect aspects of the existing economy in those areas where shale gas operations are being proposed.

4 Recommendations

4.1 That the Committee:

- a. Notes the information in this report.
- b. Confirms, amends, or adds to the areas of work listed in the Work Programme schedule.
- c. Notes the cancellation of the 26 April 2017 Committee meeting.

**Jonathan Spencer,
Corporate Development Officer**

Tel: (01609) 780780

Email: jonathan.spencer@northyorks.gov.uk

23 January 2017

Appendices:

Appendix A – Work Programme Schedule

Transport, Economy and Environment Overview and Scrutiny Committee – Work Programme Schedule 2016/17

Scope

‘Transport and communications infrastructure of all kinds, however owned or provided, and how the transport needs of the community are met.

Supporting business, helping people develop their skills, including lifelong learning.

Sustainable development, climate change strategy, countryside management, waste management, environmental conservation and enhancement flooding and cultural issues.’

Meeting dates

Scheduled Committee Meetings	1 Feb 2017 10am	26 April 2017 10am	20 July 2017 10am	31 Oct 2017 10am	23 Jan 2018 10am	10 April 2018 10am
Scheduled Mid Cycle Briefings Attended by Group Spokespersons only.	7 March 2017 10am	15 June 2017 10am	21 Sept 2017 10am	7 Dec 2017 10am	8 March 2018 10am	

Overview Reports

Meeting	Subject	Aims/Terms of Reference
Consultation, progress and performance monitoring reports		
Each meeting as available	Corporate Director and / or Executive Member update	Regular update report as available each meeting
	Work Programme	Regular report where the Committee reviews its work programme

Transport, Economy and Environment Overview and Scrutiny Committee – Work Programme Schedule 2016/17

Meeting	Subject	Aims/Terms of Reference
1 February 2017	Director of Public Health Annual Report 2016	Overview and progress update on implementing the recommendations in the report: creating healthy workplaces and building a healthy workforce
	Apprenticeships	To provide an update on the County Council's progress in supporting apprenticeships in North Yorkshire and its preparations in responding to the new apprenticeship levy to be introduced from April 2017
	YNYER LEP	Update on the work of the York, North Yorkshire and East Riding Local Enterprise Partnership
26 April 2017		
20 July 2017	Highways Maintenance Contract	To receive the annual report on actions being put in place by the highways maintenance & highways improvement contractor (Ringway) to improve performance and communications
	Highways Agency	Regular annual update
	Road casualties	To advise Members of the road casualty figures in 2016 and the work of the 95Alive Partnership
	Adult Learning Service	Overview of the Adult Learning Service
31 October 2017	Rail developments	Update report on the rail franchise, Rail North and Transport for the North
	Airport Consultative Committees	Update report by the County Council's representatives on: <ul style="list-style-type: none"> • Leeds/Bradford International Airport • Durham and Tees Valley Airport • Robin Hood Airport
Items where dates have yet to be confirmed	Bus services	To provide an update on changes to bus services and community transport options following the implementation of the reduction in bus subsidy from 2016/17.
	Allerton Waste Recovery Park	To advise Members on the arrangements for the Allerton Waste Recovery Park becoming operational in early 2018

Transport, Economy and Environment Overview and Scrutiny Committee – Work Programme Schedule 2016/17

	Parking Standards	Conclusion of the review on Standards for Parking for Developer Funded works within North Yorkshire	
	Local Nature Partnership	Update on the work of the Local Nature Partnership	
	Promoting access to our heritage	To be provided with an overview of the heritage service and promote discussion	

Member working groups

	Working group on the Minerals and Waste Development Framework	To contribute to the preparation of new spatial planning policies for minerals and waste	
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Possible future overview reports and presentations from external partner organisations

Meeting	Subject	Aims/Terms of Reference	
	Tourism	To be provided with an overview of tourism figures from the past five years to now and projected trends	
	Electric charge points for hybrid vehicles	To be provided with an overview of the progress of installing electric charge points in the county for hybrid vehicles and to discuss strategies to lever in investment to increase the number of charge points and to promote the use of hybrid vehicles	

In-depth Scrutiny Projects/Reviews

Subject	Aims/Terms of Reference	Timescales	
The North Yorkshire economy post-Brexit	Steering group comprising of the Group Spokespersons set up to consider the measures required to support the local economy following the triggering of Article 50 of the Treaty of Lisbon by the UK government.	Remit of the review and timescales to be discussed at the mid cycle briefing meeting on 7 March 2017.	

Please note that this is a working document, therefore topics and timeframes might need to be amended over the course of the year.