

## Agenda

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

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

**Date: Tuesday 23 January 2018 at 10.00am**

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### Business

1. **Minutes of the meeting held on 31 October 2017**

**(Pages 6 to 13)**

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 Thursday 18 January 2018, 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 if  
no public questions  
or statements*

3.	<b>Corporate Director's update</b> – Oral update from NYCC Corporate Director – Business and Environmental Services	10:00-10:30
4.	<b>Update on the North Yorkshire and York Local Nature Partnership</b> – Report of NYCC Corporate Director – Business and Environmental Services <b>(Pages 14 to 18)</b>	10:30-11:00
5.	<b>YNYER Local Enterprise Partnership annual update</b> – Report of NYCC Corporate Director – Business and Environmental Services <b>(Pages 19 to 34)</b>	11:00-11:30
6.	<b>Allerton Waste Recovery Park update</b> – Report of NYCC Corporate Director – Business and Environmental Services <b>(Pages 35 to 41)</b>	11:30-12:00
7.	<b>Work Programme</b> – Report of the Corporate Development Officer <b>(Pages 42 to 51)</b>	12:00-12:10
8.	<b>Such other business as in the opinion of the Chairman should by reason of special circumstances be considered as a matter of urgency.</b>	12:10

Barry Khan  
Assistant Chief Executive (Legal and Democratic Services)

County Hall  
Northallerton

15 January 2018

**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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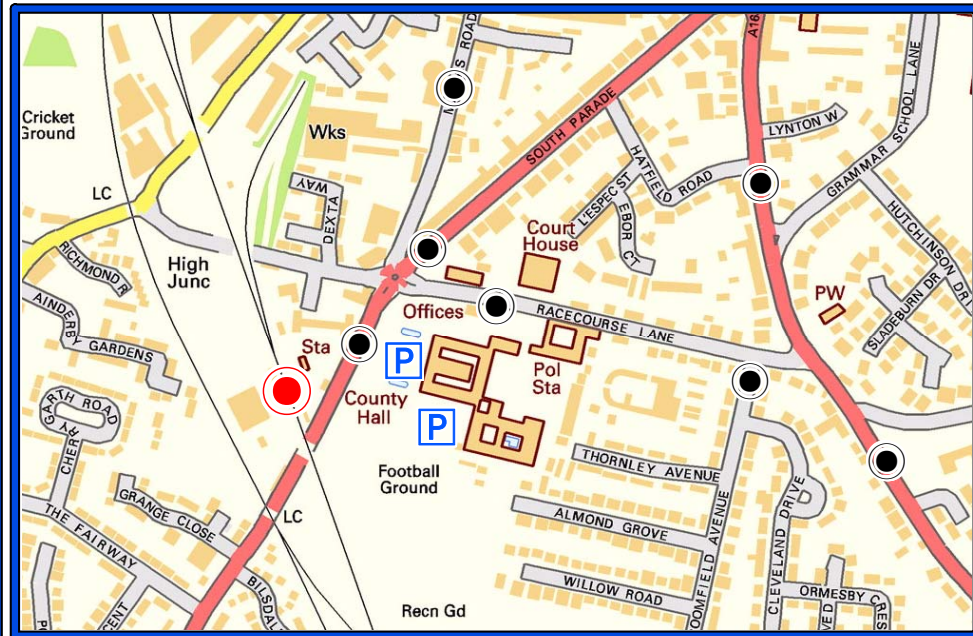
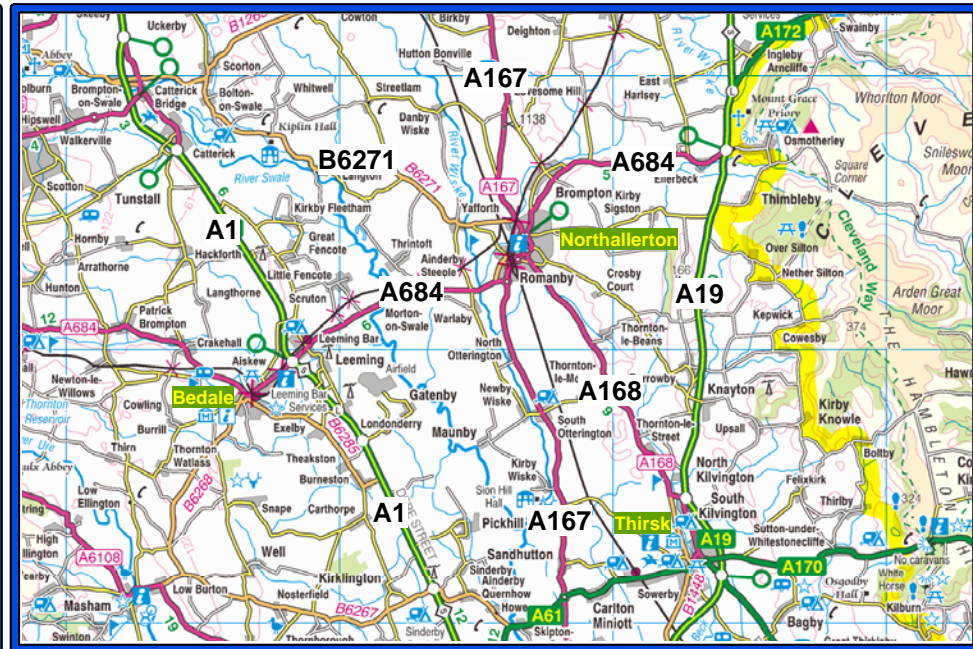
# Transport, Economy and Environment Overview and Scrutiny Committee

## 1. Membership

County Councillors (13)						
	<i>Councillors Name</i>	<i>Chairman/Vice Chairman</i>	<i>Political Group</i>	<i>Electoral Division</i>		
1	ATKINSON, Margaret		Conservative	Masham and Fountains		
2	HASLAM, Paul		Conservative	Harrogate Bilton and Nidd Gorge		
3	HESELTINE, Robert		Independent	Skipton East		
4	JEFFELS, David		Conservative	Seamer and Derwent		
5	JORDAN, Mike	Chairman	Conservative	South Selby		
6	LUMLEY, Stanley		Conservative	Pateley Bridge		
7	MACKAY, Don		NY Independents	Tadcaster		
8	MCCARTNEY, John	Vice-Chairman	NY Independents	Osgoldcross		
9	PARASKOS, Andy		Conservative	Ainsty		
10	PATMORE, Caroline		Conservative	Stillington		
11	PEARSON, Clive		Conservative	Esk Valley		
12	SWIERS, Roberta		Conservative	Hertford and Cayton		
13	WELCH, Richard		Conservative	Ribblesdale		
<b>Total Membership – (13)</b>				<b>Quorum – (4)</b>		
	<b>Con</b>	<b>Lib Dem</b>	<b>NY Ind</b>	<b>Labour</b>	<b>Ind</b>	<b>Total</b>
	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>13</b>

## 2. Substitute Members

<b>Conservative</b>			
	<i>Councillors Names</i>		
1	BAKER, Robert		
2	GOODRICK, Caroline		
3	ENNIS, John		
4	TROTTER, Cliff		
5	PEARSON, Chris		
<b>NY Independents</b>			
	<i>Councillors Names</i>		
1			
2			
3			
4			
5			



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DL7 8AD

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North  
Yorkshire County Council

## North Yorkshire County Council

### Transport, Economy and Environment Overview and Scrutiny Committee

Minutes of the Meeting held at County Hall, Northallerton on 31 October 2017 at 10.00 am.

**Present:-**

County Councillor Mike Jordan in the Chair

County Councillors Margaret Atkinson, Caroline Patmore, Robert Heseltine, David Jeffels, Stanley Lumley, Don Mackay, John McCartney, Andy Paraskos and Clive Pearson.

Other Members present were: Executive County Councillor Don MacKenzie and County Councillor Angus Thompson.

NYCC Officers attending: Paul Brennan, Assistant Director Education & Skills (CYPS), Alistair Gourlay, Head of Adult Learning and Skills Service (CYPS), Allan McVeigh, Network Strategy Manager (BES), Graham North, Policy Support Officer (Rail), James Smith, Team Leader – Traffic Engineering (BES) and Jonathan Spencer, Corporate Development Officer (Central Services).

Apologies were received from County Councillors Richard Welch and Roberta Swiers.

One member of the public was in attendance.

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**Copies of all documents considered are in the Minute Book**

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**10. Minutes**

**Resolved -**

That the Minutes of the meeting held on 20 July 2017 be confirmed and signed by the Chairman as a correct record subject to the sentence on page 9: *'A Member commented that although there were no parking lines outside of schools motorists frequently disregarded them as they were not being policed'* being amended to read: *'A Member commented that although there were parking lines outside of schools motorists frequently disregarded them as they were not being policed'*.

**11. Declarations of Interest**

There are no declarations of interest to note.

**12. Public Questions or Statements**

There were no general public questions or statements from members of the public concerning issues not on the agenda.

**13. Adult Learning and Skills Service (ALSS)**

Considered -

The report of the Corporate Director - Children and Young People's Service updating on the current state of ALSS.

Paul Brennan and Alistair Gourlay introduced the report.

Members made the following key comments:

- Referring to paragraph 3.22 of the report, a Member asked why many adult learners were leaving their courses early and were not completing their qualifications. He also went on to ask if the Adult Learning and Skills Service offered any incentives to learners. Paul Brennan replied that from 2016 there had been a change in focus towards vulnerable learners. This meant that the Adult Learning and Skills Service (ALSS) was registering the 'harder to reach' learners who were not attending Further Education (FE) colleges and had been out of education for some years. Incentives and pastoral support was in place to support learners to register on courses. However fewer learners were staying on the more intensive courses. The existing management information system had not been flagging up the level of drop-out rates as accurately as it should have been. Alistair Gourlay added that the systems, processes and understanding had not shifted with the new cohort of learners. The whole culture in delivering learning needed to improve. There were initiatives that the Adult Learning and Skills Service could do to support individuals and improve retention rates, for example follow-up without delay when learners did not attend a course session. This needed to happen before they missed the next session.
- A Member asked if the ALSS was at risk of being in competition with the provision provided by FE Colleges. Referring to Appendix 1 of the report, he asked which Elected Members were on the governance group. Paul Brennan said that in his view the ALSS provision did not conflict with FE college provision although there were inevitably small pockets of duplication. The ALSS was increasingly focused on supporting the more challenging learners. Alistair Gourlay noted that local authority Adult Learning Services provided a safety net for local people in local communities to co-design provision that was suitable to their needs. The ALSS tried to provide a targeted approach. However in rural areas the provision often needed to be more general in order to attract sufficient numbers of learners. He went on to note that the Executive Member Portfolio Holder for Education & Skills, County Councillor Patrick Mulligan, sat on the governance group.
- A Member noted that there needed to be incentives for the type of learners that the ALSS was now supporting. This was because they were the learners who had got left behind by more mainstream provision. She noted that often the reason for a learner leaving or remaining on a course was due to the teaching style of the teacher providing the course. Learners needed to be able to relate to their teacher and also to know that they would be contacted if they started missing course sessions. There was a need to look at what provision was being provided by other local authorities including initiatives to retain learners and for a report to be made back to the Committee in 2018 on the progress made in relation to the post-Ofsted priorities Action Plan.
- A Member said that there was a need for learners to have an early assessment to ensure that they were on the right course. Alistair Gourlay said that he agreed and that an initial assessment or induction needed to happen within the first two to three weeks of a learner starting a course. This would avoid the situation of learners struggling on courses that were not appropriate for them.

Getting the right ongoing support in place was also key for example in relation to people who were dyslexic.

- A Member noted that in the pre-assessment there was a need to ensure that learners clearly understood the content of the courses that they were signing up to do and the related requirements.

#### **Resolved -**

- (a) That the approach to using the 2016/17 budget surplus to ensure the service makes significant improvements in 2017/18 in readiness for another Ofsted inspection be supported.
- (b) That the comments on the Post Ofsted Inspection Action Plan be noted.
- (c) That an update report on the Adult Learning and Skills Service be brought to the Transport, Economy and Environment Overview and Scrutiny Committee meeting on 10 April 2018.
- (d) That the Executive Member Portfolio Holder for Education & Skills be recommended to appoint a Member from the Transport, Economy and Environment Overview and Scrutiny Committee to the ALSS governance group.

#### **14. Temporary Vehicle Activated Signs (VAS) Protocol**

Considered -

The report of the Corporate Director - Business and Environmental Services updating on the rollout of the Temporary VAS scheme throughout North Yorkshire and providing the rationale behind the decision not to allow Parish Councils or other parties to purchase their own temporary VAS signs to install in the highway.

James Smith introduced the report, providing the background to the current protocols for permanent and temporary Vehicle Activated Speed (VAS) signs.

The Chairman invited Executive County Councillor Don MacKenzie to speak.

County Councillor Don MacKenzie explained that since the County Council elections in May 2017 he had received a couple of enquiries from Elected Members questioning the existing protocol. He said that he had been the Executive Member Portfolio Holder since May 2015 after the protocol had been implemented and he wanted to hear the views of colleagues.

The Chairman then invited Angus Thompson (non-Committee Member) to speak.

County Councillor Angus Thompson said that he had brought the item forward through Richmondshire Area Committee, following his election in May 2017. He said that he had yet to attend a parish council meeting within his Division where the subject of speeding had not been discussed. He had done his best to encourage parishes to take up the Community Speedwatch initiative but parishes wanted to purchase their own speed matrix signs to address speeding concerns within their area. The present County Council policy of allowing parishes to hire matrix boards at a cost of £3,500 plus VAT for a number of weeks over four years was not good value to the taxpayer in his view. Speed matrix signs could be purchased outright for £2,500 and he disagreed with the points made in paragraph 4.9 of the report about the level of maintenance that would be required. With regards to the argument that there would be a proliferation of



speed matrix signs if parish councils were able to purchase the signs, he said that the nearest speed matrix board to where he lived was 27 miles away. He asked for consideration to be made about relaxing the rules to allow communities to purchase speed matrix signs. He said that to do nothing was not an option. County Councillors received a lot of criticism from parishes about the current County Council policy; speeding was an issue of great concern to them.

Members made the following key comments:

- A Member said that speeding concerns were voiced regularly by the 16 parish councils within his rural Division. He said that he believed in 'prevention rather than a cure', which rang true here. The current criteria meant that there needed to be a road fatality or a series of people being injured in a local area before that area could qualify. He regularly travelled on the continent and in most villages VAS were present; their presence did focus the mind. He had no concerns about the proliferation of signs because if every settlement owned one it would be of benefit to road safety. It would also provide financial benefits to the County Council as its own resources would not need to be expended upon servicing VAS.
- A Member said that speeding within his Division was also of concern to his parishes and there were at least two to three areas where speeding was a real problem. He believed that the Police had given up responding to speeding concerns. The Police Camera Vans were not being located in villages and surrounding rural roads despite requests from parishes. Whilst people had a greater risk of being Killed or Seriously Injured (KSI) on minor roads, the vans were instead being positioned on major roads such as the A19 and Selby Bypass to, in his view, act as a 'cash cow' for the Police. Parish councils were being frustrated in their efforts. The temporary VAS protocol should be relaxed to allow parishes to purchase their own speed matrix signs. In his Division residents frequently travelled into West and South Yorkshire and so North Yorkshire should have the same protocols. Within neighbouring local authority areas not all the sign matrices were the same; some registered speed whilst others warned drivers of road hazards such as sharp bends. He queried if temporary VAS only worked for a short period, why were permanent VAS put in place by the County Council in some areas. James Smith replied that temporary VAS did work for a short period. The installation of permanent VAS in areas with high casualties was in line with DfT guidance when other solutions had been tried. The issue that the County Council would face, if a person was killed or seriously injured in a known high accident risk area and it had tried everything else but had not installed permanent VAS, would be that it would be very difficult to justify why it had not done all it possibly could have. This was even though there was not strong evidence that permanent VAS worked.
- A Member said that Members had a duty to listen to and represent the concerns of their constituents. Most Members had had calls from representatives from villages within their Divisions to do something about speeding. The Member went on to note that she had been a sceptic initially about the effectiveness of VAS but since then VAS had been installed in two villages in her Division, one of which was in desperate need and she could see the value of the VAS. She asked how many permanent VAS were in the county and financially what the exact spend was on all the signs – permanent and temporary VAS. The policy needed to be revisited and ways looked at to help villages. She said that she was prepared to not agree to signs being installed in her Division where there was not a speeding problem, in order to ensure there was not a proliferation of signs. However where there was a

speeding problem she believed that parishes had the right to install speed matrix signs.

- A Member said that the reason why the item had been brought to the meeting was because there was a lot of concern by parish councils about speeding. In his own experience VAS did work. In his Division the County Council came in for criticism when signs were only located in villages for a short-time and he was often queried why. He went on to note that Skelton, a village and civil parish in the City of York but bordering the county had a smaller-sized permanent VAS that was fitted on to a lamp post and questioned why these could not be made available to parishes within North Yorkshire County Council's administrative boundaries. He asked if a parish council wanted to install a sign that was not on county council land was there anything to stop the parish from doing so. James Smith confirmed that the parish council would need planning permission from the relevant district council and would need to make sure that there was no danger to road users. North Yorkshire County Council as the local highways authority would also be a consultee. The district council could accept or disregard the advice given by the County Council.
- A Member commented that in Durham and Darlington matrix boards there kept in the same place and were very effective. Parishes did not have to buy six weeks use and then move the signs. Allan McVeigh said he understood that Members and parishes wanted to be seen to do something and this was why the temporary VAS protocol was introduced. The existing protocol allowed Members and their parishes to do something proactive for their communities where speeding was not necessarily a problem. A clear distinction needed to be made between permanent and temporary VAS. Permanent VAS was there to address speeding in areas where people had been killed or seriously injured. Whilst it was important that the County Council listened to communities, it was equally important to take into account the evidence that VAS lost their effectiveness over time. When drivers first see the sign they slow down but after the sign has been in situ for a while the effectiveness wears off. Even when the signs have been removed there is a legacy effect but this wears off and so that is why the temporary VAS is later reinstated. There was a tried and tested process to go through with the Police, Fire and Rescue Authority and County Council working together to co-ordinate activity through the Speed Management Protocol. This included parish councils that had been deemed to be in a Category 4 area to be offered a series of solutions, including if available temporary VAS. Neighbouring parish councils could become involved to spread the cost of the temporary VAS more widely.
- A Member mentioned about a recent vehicle collision that had occurred in his Division. The parish council had tried a long time to get warning signs installed. Allan McVeigh replied that in areas where there was a good level of evidence of need and where other engineering solutions had been looked at, permanent VAS were installed. He went on to note that the experience of parishes is that the signs get damaged easily. The County Council absorbed these replacement costs and believed that six weeks was the optimum period for a sign to be located in any one area.

The Chairman invited County Councillor Don MacKenzie to comment.

County Councillor Don MacKenzie noted that most of the Members on the Committee felt that a change in the protocol would be advisable. He mentioned that together with Sweden, the accident statistics in the United Kingdom were the safest in Europe and that North Yorkshire had some of the lowest KSI rates in the country, with the latest

figures showing a further reduction. He said he was concerned that a change of policy to allow parish councils to purchase their own speed matrix signs meant disregarding the advice of road safety professionals and the evidence presented. It would also mean that the signs would be located in areas where the parish councils could afford to pay. He said that he believed that in general, parish councils were not aware of the potential costs on top of the £2.5k to pay for the purchase of the signs.

**Resolved -**

- (a) That the Committee notes the update regarding the current position of the Temporary VAS rollout.
- (b) That the Committee notes the reasoning behind the current position of not allowing communities to purchase and place their own VAS.
- (c) That the Committee recommends to the Executive Member for Access, including highways, road and rail transport, public transport; broadband, mobile phones; public rights of way, that officers be asked to look at producing a policy on how parishes could purchase their own Vehicle Activated Speed signs.
- (d) That officers provide the Committee with the real life costs to a parish of purchasing and maintaining a Vehicle Activated Speed sign.

**15. Passenger Rail Update**

Considered -

The report of the Corporate Director - Business and Environmental Services updating on short term rail priorities for North Yorkshire, providing an overview of the current Northern and TransPennine rail franchises and also providing an overview of the rail industry to aid an understanding of the railway structure.

Graham North introduced the report.

Members made the following key comments:

- Referring to Appendix A of the report, a Member queried why the Knottingley-Goole line did not feature in Northern's Station Improvement Plans for North Yorkshire by December 2019. Graham North noted that this line was not on the list for upgrades because of the limited use-age of the line.
- A Member commented that there was little mention in the report regarding railway electrification plans. Graham North replied that electrification was a means to an end, the end being quicker journey times. The government believed that journey times between Leeds and Manchester could be substantially reduced without full electrification of the transpennine railway line. The Standedge Tunnels posed a practical obstacle to full electrification due to the fact that the tunnels were not high enough to accommodate an electrified line. Any works involving raising the height of the tunnels would be very expensive and would cause significant disruption over a protracted period. Electro-diesel locomotives could be the solution instead. Graham North went on to state that he believed that the electrification of lines elsewhere in the region such as between Leeds to York were going ahead as planned.
- A Member commented that the height of a number of railway bridges in her Division had been raised. She asked who paid for the works, noting that NYCC

Highways was involved in reinstating the road. Graham North confirmed that Network Rail paid for works relating to altering the height of railway bridges. The height had been increased in readiness for new intercity express trains and to comply with new regulations stipulating the height between the electrified line and the bridge parapet.

- With reference to paragraph 2.8 of the report concerning railway line reinstatement, a Member asked why no mention had been made in the report about the work to reinstate the Skipton-East Lancs railway line. Graham North mentioned that he had been asked by the Committee to provide a specific update on the meetings that had been held about the Harrogate-Ripon-Northallerton railway line. In connection with the Skipton-East Lancs railway line, a County Council officer was meeting with MPs on 1 November 2017 to discuss line re-openings in the county and about working with Transport for the North on improving East-West rail connectivity.
- With reference to paragraph 2.7, a Member said that he was pleased to read in the report that more trains would be coming into service on the Esk Valley railway and that the aspiration would be to get up to eight trains but asked for clarification as to why at least seven trains a day could not be introduced now. Graham North said that it was due to limits on the infrastructure, availability of rolling stock and timetable restrictions including return journey times. The plan was by December 2019 for a fifth train to be introduced to arrive in Middlesbrough by 8.30am. A sixth train would be introduced from Middlesbrough to arrive in Whitby at 9 am and then return. A seventh train would then be put in place for the morning or in the evening. The eighth train would be more difficult to arrange for the reasons given above.

**Resolved -**

That the report be noted.

**16. Airport Consultative Committee**

Considered -

The verbal update and report of North Yorkshire County Council representatives on the Airport Consultative Committee

County Councillor Chris Pearson and County Councillor Cliff Trotter were not in attendance.

Members made the following key comments:

- A Member said that he would have appreciated if County Councillor Cliff Trotter could have informed the Committee about Leeds Bradford Airport's Airspace Change Proposal, in view of its relevance to the county. He noted that the consultation closed on 5 November 2017.

The Committee thanked County Councillor David Jeffels for his report.

**Resolved -**

That County Councillor Chris Pearson and County Councillor Cliff Trotter be requested to produce a written update report on the Robin Hood and Leeds Bradford Airport Consultative Committees respectively, including making reference to the Leeds

Bradford Airport's Airspace Change Proposal.

**17. Work Programme**

Considered -

The report of the Corporate Development Officer asking the Committee to note the information in the report and to confirm, amend or add to the areas of work shown in the Work Programme schedule attached at Appendix 1 to the report.

**Resolved -**

That an update report on the Adult Learning and Skills Service be presented to the Transport, Economy and Environment Overview and Scrutiny Committee meeting on 10 April 2018.

The meeting concluded at 12.31 pm

JS

**North Yorkshire County Council**

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

**23 January 2018**

**Update on the North Yorkshire and York Local Nature Partnership**

**Report of the Corporate Director – Business and Environmental Services**

**1.0 Purpose of Report**

- 1.1 To update on the activities of the North Yorkshire and York Local Nature Partnership.

**2.0 Background**

2.1 The North Yorkshire and York Local Nature Partnership (LNP) is one of 48 partnerships in England that obtained approved LNP status by the Department for Environment, Food and Rural Affairs (Defra) in July 2012. LNPs are a Government initiative to change how we work on the natural environment and were one of the key proposals made in the 2011 Natural Environment White Paper.

2.2 The LNP's vision is to see the natural environment of North Yorkshire and York conserved, enhanced and connected across the whole LNP area for the benefit of wildlife, people and the economy. The LNP covers the county of North Yorkshire and the City of York, excluding the Yorkshire Dales National Park Nidderdale AONB, which are both part of the neighbouring Northern Upland Chain LNP.

2.3 The LNP has published a strategy outlining how it will deliver the above vision. This includes:

- Creating a single voice for nature across the LNP area
- Encouraging groups to work together at landscape scale
- Ensuring more coordinated and resource efficient delivery
- Sharing best practice between projects
- Striving towards better cross-sector integration
- Providing stronger proposals to potential funders
- Providing stronger engagement on strategic planning matters

This work will be done under four key inter-connected themes: Nature; Economy; People and Communities; Climate Change.

2.4 More information regarding the strategy can be found at [www.nypartnerships.org.uk/lnp](http://www.nypartnerships.org.uk/lnp).

2.5 The LNP has made strong links with the York, North Yorkshire and East Riding Local Enterprise Partnership (YNYER LEP) and the Health and Wellbeing Board, recognising shared priorities and the value the natural environment can bring to economic growth and healthier communities. Senior officers from both these partnerships sit on the LNP Board. Other Board members represent rural business and community sectors and other local planning authorities.

### **3.0 Current and Upcoming Policies Relevant to the Natural Environment**

- 3.1 The Government has published two important documents on the future direction of economic growth, the Industrial Strategy and Clean Growth Strategy. Both of these include references to considering and investing in the natural environment as part of this proposed economic activity, via the natural capital approach. The LNP provided comments on these two strategies and is in the process of developing a natural capital investment framework (see 5.3.1 below).
- 3.2 In early 2018 Defra will publish the 25 Year Environment Plan, a cross departmental document. The plan will cover food and farming as well as bio diversity within it and will be the government's key strategy document tackling anticipated environmental challenges and influencing investment decisions. This also has the concept of natural capital embedded throughout the document. The LNP is already involved in discussions with Defra in shaping this plan via the national LNP network, and understand its impact on the local rural economy.
- 3.3 In response to the Government's new strategies, LEPs are in the process of developing local Industrial Strategies and Energy Strategies. The LNP is already in conversations with the YNYER LEP on how it can support the industrial strategy and build concepts like natural capital in at an early stage.
- 3.4 Last year the North Yorkshire Health and Wellbeing Board published their Mental Health Strategy and their Healthy Weight, Healthy Lives Strategy. The LNP has been invited to join a Healthy Weight Healthy Lives steering group, and is working to determine how it can support mental health priorities via the Public Health representative on the LNP Board.

### **4.0 Current Resource for the Partnership**

- 4.1 Since September 2016 the North Yorkshire and York LNP combined resources with the neighbouring Hull and East Yorkshire LNP to create a joint LNP Development Officer. Both LNPs had been without a dedicated officer and appreciated the need for such a post to help deliver the aspirations of the two LNPs. The Officer is employed by East Riding of Yorkshire Council, but his time is split evenly between the two LNPs, and is based at County Hall, Northallerton when working on the North Yorkshire and York LNP.
- 4.2 Funding for the two year contract has come from North Yorkshire County Council, East Riding of Yorkshire Council, North York Moors National Park Authority and the Howardian Hills AONB Team. Financial contributions towards a further two years of LNP officer support has been agreed by all the YNYER LEP area Directors of Development to develop a natural capital framework for the region.

### **5.0 Partnership Highlights of the Last Year**

- 5.1 Since September 2016, the LNP has demonstrated its effectiveness via a range of activities from strategic planning and policy development to project development and successful funding bids, including:
- Successful application to a Defra LNP Grant, one of only 8 LNPs and the only one in Yorkshire. This was foster better working relationships with the LEP and identify environmental projects that support economic growth.
  - Successful application to Natural England's Innovation Fund to explore the use of vegetation from road verges and other semi-natural habitats in the local renewable energy sector.

- Delivered two successful workshops with the LEP and other partners mapping how current and future environmental activities support economic resilience and productivity across North Yorkshire.
- HLF Funding Opportunities Mapping to assist external funding applications.
- Environmental representative for the YNYER LEP ESIF committee.
- Support from the Directors of Development and LEP for a natural capital investment Framework
- Involvement in the Pathways to Health Project on the Scarborough and Selby Trails.
- Co-hosting of three Dales to Vales River Network workshops to develop river catchment management plans for the Swale, Ure, Ouse and Foss.
- Running of environment workshop at the North Yorkshire Partnerships Conference.

5.2 More information on some of the above activities can be seen below in Item 6.

## **6.0 Current Partnership Activities**

6.1 North Yorkshire has a very complex environmental partnership landscape, with three LNPs, six catchment partnerships, a waterways partnership, a coastal partnership, as well as biodiversity partnerships, landscape partnerships and other local environmental partnerships. In 2017 the LNP successfully bid for Defra funding with the neighbouring Hull and East Yorkshire LNP to address how these partnerships can create better communications to maximise activity and reduce competition, and explore with the YNYER LEP how environmental projects can support economic growth. A report from this workshop was presented to the LEP Board in September and was very positively received. The report focused on four key opportunities, with examples included under each area:

### 6.2 Enhancing the economic value of our natural assets and supporting tourism

Natural capital is the environmental assets from which we derive a wide range of benefits. Some businesses are underpinned by the environment and can invest in natural capital to strengthen their business e.g. Yorkshire Water reducing water cleaning costs via upstream land management.

6.2.1 The North Yorkshire & York LNP and Hull & East Yorkshire LNP are working together on a natural capital investment framework across the 13 local authorities of North and East Yorkshire, including East Riding and Hull, to identify where natural assets need to be considered or enhanced in order to strengthen economic growth priorities. This approach has strong support from the Directors of Development across North and East Yorkshire and we are now moving forward the development of this framework and the supporting data evidence.

6.2.2 A recent workshop explored the benefits such a framework could provide in relation to planning, economic development and land management, and will help form the business case. We are also keen to develop a strategic approach with the LEP to biodiversity compensation in planning to produce 'no net loss' to biodiversity for local authorities to adopt across the LEP area. This would facilitate development and improve ecological 'infrastructure'.



6.2.3 Nature Tourism is a sector that can develop to bring in tens of millions of pounds of income to the area. The Yorkshire brand draws strongly on nature as a tourist draw but provides limited information on what to see and do. The Yorkshire Nature Triangle is a strong foundation for the area, but only covers East Yorkshire, and more could be done on the ground for businesses and wildlife in North Yorkshire. There are numerous wildlife hotspots that can be promoted with additional investment linking to lesser known sites and businesses in the wider landscapes to make the wider areas a destination and extend the tourist season. There are links to the health agenda by linking with outdoor sports and enhancing existing footpaths and cycling networks.

### 6.3 Improving Farm Profitability & Supply Chains

The long-term sustainability of upland and lowland farms is vital for our rural economy and the environment. The LNPs and catchment partnerships are keen to work with the supply chains of global businesses in the region to support the farms supplying goods, to help identify environmental measures that increase farm efficiency and soil health, reduce pollution issues and reduce costs, e.g. catchment sensitive farming, natural flood management.

6.3.1 After a workshop on natural capital organised by North Yorkshire and York LNP and Hull and East Yorkshire LNP, the YNYER LEP and the LNPs have been liaising with Nestlé and 3Keel Consultancy to explore expanding a project called “Landscape Enterprise Networks” into North and East Yorkshire. This approach allows large businesses such as Nestlé identify what local natural assets their business is reliant upon or impacts upon, and what investments within their local landscape are required to make their business more resilient and profitable.

### 6.4 Flood alleviation

Reduction in flood intensities and extent is critical to business confidence and productivity, as well as the health and wellbeing of the workforce. Natural flood measures (NFM and as seen for example in the ‘Slow the Flow’ project at Pickering are a key component of this, as they can provide multiple benefits beyond flood alleviation often at a much reduced cost to traditional flood schemes. The catchment partnerships are exploring these opportunities across the county; the LNP is keen to support this activity, link in with the LEP’s aspirations for the area and explore how businesses can get directly involved in reducing flood impacts on their business e.g. direct investment into NFM, retrofitting sustainable drainage systems on their sites.

6.4.1 The LNP is in early discussions with the YNYER LEP on developing e-guidance for businesses on flood resilience and how they can link in with local environmental activity that reduces the impact of flooding.

### 6.5 Diversification, Bio-economy & Innovation

North Yorkshire & York LNP and Hull & East Yorkshire LNP are looking at how the biomass economy could provide a sustainable market for grassland products that are at risk of losing their traditional markets (hay cropping and grazing). Creating a new market would lead to greater resilience across the pilot areas in the Yorkshire Wolds and Lower Derwent Valley landscapes. Anaerobic digestion (AD) is suited to use grass cuttings as a feedstock for energy generation and compost as an end product, but has not been considered in our area.

6.5.1 This work is building on the recent Lincolnshire road verge biomass project which demonstrated that a 6000 tonne capacity AD plant receiving 75% feedstock from verges within a 25 kilometre radius provided an estimated income of £350,000 per annum.

6.5.2 The LNPs are keen to develop an AD business-led project to demonstrate the financial benefit of road verge and meadow vegetation to local businesses. They have successfully bid for £10,000 for a Natural England Innovation Fund to progress a feasibility study for this project in 2018.

6.5.3 This work is supported by the YNYER LEP and will feed into their developing Energy Strategy.

#### 6.6 Nature and Health

Beyond the positive impacts for people that the above projects will deliver, the LNP is also working with Public Health colleagues on three projects directly linking the benefits of access to nature on health and wellbeing:

- Developing a workshop with Dementia Adventure on how to create more dementia-friendly outdoor environments with outdoor activity providers and green space managers;
- Enhance public footpaths around Selby and Scarborough for nature to increase the enjoyment and involvement of local communities, to increase the interest in walking and getting physically active. This is to support the recently launched Selby Trails and Scarborough Trails;
- Explore social horticulture with Next Steps, a mental health charity based in Norton, by Next Steps clients growing nationally rare cornfield flowers on their allotments and public spaces in Ryedale, and linking with farms in the district providing the seeds.

#### 6.7 Future Direction

It is planned to continue to develop further delivery in line with the LNP strategy, priorities given by the LNP Board and central government direction.

### **7.0 Recommendation**

7.1 That the Transport, Economy & Environment Overview and Scrutiny Committee note the update on the North Yorkshire and York Local Nature Partnership and continue to support this partnership.

DAVID BOWE

Corporate Director – Business and Environmental Services

Authors of Report: Liz Small (Heritage Services Manager)

Matt Millington (Local Nature Partnership Development Officer)

Background documents: None

**North Yorkshire County Council**

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

**23 January 2018**

**YNYER Local Enterprise Partnership annual update**

**1 Purpose of Report**

- 1.1 To provide an update on the performance of the York, North Yorkshire & East Riding LEP Partnership and to provide Members with an opportunity to input priorities that they would like to see feature in a Local Industrial Strategy.

**2 Background**

- 2.1 This paper provides an update on the performance of the York, North Yorkshire & East Riding Local Enterprise Partnership. It includes;

- 2017/18 Delivery Update
  - Business
  - Skills
  - Infrastructure
- National Review of LEPs Governance
- LEP Funding
- Future Priorities

**3 2017/18 Delivery Update**

3.1 Business

- 3.1.1 The primary business support function in the Growth Hub, which is branded 'Hows Business' and targets the small and micro business market. It is again on track to exceed its target of 5059 businesses supported. At the end of December the number of businesses was 4088 (81% target)

- 3.1.2 Importantly, we have been working in partnership with HMRC to independently evaluate the impact of the LEP Growth Hub. HMRC have taken the LEP data and compared to the data they hold about businesses across the LEP patch. Whilst they cannot share confidential data, they have been able to provide the following intelligence;

A third of the businesses that we have supported are higher growth companies which are;

- 4 times the size of other companies in the region,
- have a payroll size 2.5 times the size of other companies in the region,
- are growing 2.5 times as fast by profit; and are
- 20 times less likely to be in administration or liquidation.

- 3.1.3 A range of EU funded business support programmes have also launched. These are detailed below.

ACTIVITY	Indicative allocation	Contracted	ERDF/ESF/ EAFRD Priority Axis	STATUS
Innovation and growth Programme	£2m	£2m	ERDF PA1	Contracted to University of York. Project & Process Innovation (PAPI)
Innovation support and vouchers	£1m	£1m	ERDF PA1	Contracted to University of Hull.
Grants for Research and Development	£1m	£1m	ERDF PA1	Contracted to University of Hull.
Access To Finance	£7.0m	£7.0m	ERDF PA3	Contracted – British Business Bank – Launched Feb 17 (Northern Powerhouse Investment Fund)
Enhancing the Growth Potential of SME Manufacturers	£0.3m	£0.3m	ERDF PA3	Contracted – Y&H Manufacturing Growth Programme
Access to Finance – Creative Content Fund	£0.32m	£0m	ERDF PA3	Call not yet issued. Yorkshire LEPs in discussion re content fund
Business support – ICT	£0.8m	£0.8m	ERDF PA3	Contracted to Coventry University
Programme to inspire and support new business starts	£0.5m	£0.5m	ERDF PA3	Contracted to East Riding of Yorkshire Council – Enterprise project
Tourism co-operation (rural)	£0.22m	£0.22m	EAFRD Measure 16.3	1 project contracted

ACTIVITY	Indicative allocation	Contracted	ERDF/ESF/ EAFRD Priority Axis	STATUS
Research & Innovation to enhance SME productivity-capital/revenue call	£5.1m	-	ERDF PA1	Call closed 10 Nov 2017. Funding was reallocated from SEP P2 to SEP P1.
Supply chain call	£1.1m	-	ERDF PA3	Call in Spring 2018
International trade call	£1.7m	-	ERDF PA3	Call in Spring 2018
Business scale up development programme	£1m	-	ESF IP2.2	Call closed 7 Dec 17
Specialist skills support programme	£2.4m	-	ESF IP2.2	Call closed 7 Dec 17
Further skills for business support	£0.3m	-	ESF IP2.2	Call in Spring 2018
Specialist skills support programme	£0.8m	£0.8m	ERDF PA3	Contracted to Coventry University

3.1.4 We have also developed a range of EU funded programmes to support the food, agritech and low carbon economies, these are;

Activity	Indicative allocation	Contracted	ERDF/ESF/ EAFRD Priority Axis	Status
Capital infrastructure to support food manufacturing, agri-tech and bio-renewables innovation	£6m	£0m	ERDF PA1	CLOSED – application withdrawn. Funding reallocated to Productivity call (see SEP P1)
Business innovation support programme for food manufacturing, agri-tech and bio-renewables	£0.79m	£0.79m	ERDF PA1	Contracted to University of York – Biovale project
Stimulating Innovation in the Agri-Food Sector	£0.38m	£0.38m	ERDF PA1	Contracted to Fera Science Ltd
Grants for Research and Development (Low Carbon)	£1m	£1m	ERDF PA4	Contracted to University of Hull
Decarbonising the food sector supply chain	£1m	£0m	ERDF PA4	Call closed 30 April 17. No applications.
Whole Place low carbon solutions	£4m	£0m	ERDF PA4	Call closed 30 April 17. £2.5m of projects in appraisal.
Low carbon calls	£3.19m	£0m	ERDF PA4	Call closed 10 Nov 17.
Food Processing	£5.11m	£1.6m	EAFRD sub measure 4.2	Call open Jan 17 – May 18. £3.5m of projects in appraisal.

3.1.5 Alongside this work, the LEP is developing an energy strategy which will identify the opportunities and priorities in energy and low carbon across York, North Yorkshire & East Riding. This will be complete by March 2018.

## 3.2 Skills

3.2.1 The LEP Skills investment has covered three areas, skills capital, careers and enterprise support with schools and EU funded programmes.

3.2.2 The LEP Skills Capital remains on track. An initial priority for the LEP was targeting colleges with poor estate so that students made choices based on the quality of courses rather than the quality of the building. Yorkshire Coast College (Now Scarborough TEC) and Harrogate were targeted as priorities and investment has been made into both.

3.2.3 Delivery in rural areas is also a challenge and investments in digital capabilities and remote delivery are underway. This includes

- Augmented reality at Scarborough Tec specifically targeted at a social care skills shortage in rural areas
- Future Farms at Bishop Burton Agricultural College

3.2.4 The Careers and Enterprise Programme has exceeded its target of 50 schools signed up to the Careers and Enterprise Programme. 56 schools are signed up, leaving only 4 not actively engaged. The driver going forward is to progress schools

towards a vision for careers advice which embeds it in the schools and meets an accredited quality standard.

3.2.5 The table below summarises the skills programmes launched utilising EU funding.

Activity	Indicative allocation	Contracted	ERDF/ESF/ EAFRD Priority Axis	STATUS
Skills support for the Unemployed (SFA Opt-in)	£0.55m	£0.55m	ESF PA1 (1.1)	Contracted to APM
Access to Employment 1-2-1 Support for unemployed (DWP opt-in)	£3m	£3m	ESF PA1 (1.1)	Contracted to Ixion ERY – part of Humber
Better Careers Guidance (SFA Opt-in)	£0.427m	£0.427m	ESF PA2 (1.2)	Spring 2016
NEET project (SFA Opt In)	£0.55m	£0.55m	ESF PA1 (1.2)	Spring 2016
Building Better Opportunities (Big Lottery Opt In)	£4m	£4m	ESF PA1 (1.4)	Contracted to Your Consortium
Community Grants (SFA Opt In)	£1.1m	£1.1m	ESF PA1 (1.4)	Contracted to Your Consortium
Community Led Local Development	£4.2m £2.7m	£0m £2.7m	ESF PA1 (1.5) ERDF PA8	Awaiting contract from DWP
Skills support for the workforce and local response fund (SFA Opt In)	£4.44m	£4.44m	ESF PA2 (2.1)	Contracted to Calderdale College
Higher Level Skills (SFA Opt In)	£0.83m	£0.83m	ESF PA2 (2.1)	Contracted to Calderdale College
Apprenticeship Programme (SFA Opt In)	£2.23m	£2.23m	ESF PA2 (2.1)	Contracted to Yorkshire Coast College

Activity	Indicative allocation	Contracted	ERDF/ESF/ EAFRD Priority Axis	STATUS
Business Scale Up Development Programme	£0.5m	N/A	ESF PA2(2.1)	Call closed 7 Dec 2017
Specialist Skills Support Programme	£1.25m	N/A	ESF PA2(2.1)	Call closed 7 Dec 2017
Further Employment Support activity	£1.32m	N/A	ESF PA1 (1.1)	Call Spring 2018
Further support for young people	£0.21m	N/A	ESF PA1 (1.2)	Call Spring 2018
Further skills support for people in work	£6.06m	N/A	ESF PA2(2.1)	Call Spring 2018

3.2.6 The programme has experienced significant performance issues. A fundamental concern is the projects are contracted directly from Skills Funding Agency and/or DWP and the LEP does not hold the contractual levers to project manage. This is a national issue with a national working group and more regionally, all Yorkshire EU Programme Board Chairs jointly writing to government outlining our concerns.

### 3.3 Infrastructure

3.3.1 Annex 1 summarises all the LEP Local Growth Fund Investments to date.

3.3.2 In summary, the York, North Yorkshire and East Riding Local Growth Fund has a total value of £146m of which £124m is directly managed by the LEP (£83m through

LGF and £41m through retained DfT funding) and a further £22m allocated but dealt with directly by the Department of Transport (DfT) and Homes & Communities Agency (HCA). The Programme is to be delivered between April 2015 and March 2021.

- 3.3.3 Of the £124m directly in the LEP's control, £79m has been contracted with spend of £40m to date.
- 3.3.4 The LEP has achieved target every year since the launch of its Growth Deal and remains on track to deliver in 2017/18. That said, there still remains some delivery risks that could affect our ability to hit the 2017/18 profile, these include:
- £3m of Amber Risk
    - £2m which was de-allocated at the last LEP Board meeting from the Bioeconomy grants Programme – A range of alternative projects are currently in the system which will cover this shortfall but all these still need further work towards final agreement.
    - £1m Bridlington Harbour and Marina – Some delays in parts of the survey works, however discussions are ongoing to ensure that wherever possible this is resolved.
- 3.3.5 Projected spend for the remainder of the Programme beyond 2017/18 is good. 2018/19 looks likely to be the most difficult year but the pipeline of new projects is much stronger now. In 2019/20 the aim is to be ahead of profile so that we have some head room moving into 2020/21.

#### **4 Review of LEP's Governance**

- 4.1 To ensure LEPs are fit for purpose, Mary Ney, a Non-Executive Director of DCLG has published a review of LEP transparency and accountability, whilst a Ministerial Review of LEPs is underway to ensure LEPs are correctly structured and consistent in their approach to support delivery of the Industrial Strategy. This has led to increased scrutiny of LEPs nationally, both formally and through Freedom of Information requests.
- 4.2 This LEP starts from a position whereby we are fully compliant with our Assurance Framework.
- 4.3 The Mary Ney review identifies clear interdependencies between the strength of LEP governance and future roles in delivering government policy



4.4 The Mary Ney Review was focused on transparency and accountability. The Report is provided as a Separate Annex A. An appraisal of current LEP processes against findings indicates:

Mary Ney Review	Compliance Appraisal
<b>Culture &amp; Accountability</b>	<ul style="list-style-type: none"> <li>• All Board Appointments are done using Nolan Principles</li> <li>• A Code of Conduct is in place and signed up to by all Board Members</li> <li>• The LEP Assurance Framework dictates that staff operate within the Code of Conduct.</li> </ul> <p><b>Action:</b> DCLG to share a best practice code of conduct and we will review current documentation.</p>
<b>Structure &amp; Decision Making</b>	<ul style="list-style-type: none"> <li>• The LEP Assurance Framework sets out decision making structures.</li> <li>• All investment decisions are subject to business case, evaluation and scrutiny.</li> <li>• The LEP Board operates as the strategic leader with sub-boards for Skills &amp; Infrastructure, chaired by a Main Board Members making investment decisions.</li> </ul>



Mary Ney Review	Compliance Appraisal
	<ul style="list-style-type: none"> <li>• The Main LEP Board doubles as the Business Sub-Board</li> </ul> <p><b>Action:</b> Consider enhancing the Growth Hub Advisory Board to become the Business Board to provide clear accountability and responsibility back to the main LEP Board</p>
<b>Conflicts of Interest</b>	<ul style="list-style-type: none"> <li>• A register of interests is maintained and published for all main Board members.</li> <li>• Declarations of Interest of undertaken at each Board.</li> <li>• The Assurance Framework clearly identifies when conflicts dictate members should leave the room.</li> </ul> <p><b>Action:</b> DCLG to share best practice and we will review current documentation.</p> <p><b>Action:</b> Conflict of Interest procedures and publications to be cascaded to Sub-Boards</p>
<b>Complaints</b>	<ul style="list-style-type: none"> <li>• As detailed in the Assurance Framework we operate under the complaint and whistleblowing procedures of NYCC as Accountable Body. These are not published individually on the LEP website.</li> </ul> <p><b>Action:</b> NYCC Complaint and Whistleblowing Procedures to be published on our website.</p>
<b>Section 151 Officers</b>	<ul style="list-style-type: none"> <li>• Government dictate the Accountable Body S151 Officer formally signs off the Assurance Framework Annually. This takes place in accordance with guidance.</li> <li>• We maintain an open, transparent and supportive relationship with our Accountable Body.</li> </ul> <p><b>Action:</b> The current national process is reviewing the role of the S151 Officer. We await further guidance,</p>
<b>Transparency</b>	<ul style="list-style-type: none"> <li>• All LEP Board and Sub-Board Agenda's, papers and approved minutes are published on the LEP website</li> <li>• All Local Growth Fund investments, including funding, location and project description is published on the website.</li> </ul> <p><b>Action:</b> Board minutes to be published in draft 5 working days after each Board Meeting.</p>
<b>Assurance Statement</b>	<ul style="list-style-type: none"> <li>• The Annual Conversation is the formal review by government. For this meeting; <ul style="list-style-type: none"> <li>○ The LEP COO and Chair provide a statement of assurance</li> <li>○ The Section 151 Officer provides a statement on their work for LEP and</li> </ul> </li> </ul>

Mary Ney Review	Compliance Appraisal
	<p style="text-align: center;">opinion of its effectiveness</p> <ul style="list-style-type: none"> <li>• These will be published on the website</li> <li>• The 2017 Annual Conversation took place in November 2017. The meeting was positive and constructive.</li> </ul> <p><b>Action:</b> Statements of Assurance to be published online.</p>

4.5 Alongside this a Ministerial Review to Strengthen LEPs is underway and will report in spring 2018. The terms of reference for the review will consider:

- Defining LEPs' role in driving growth and productivity by bringing greater strategic responsibility for business; people; ideas; infrastructure; and place alongside new organisational structures.
- Business leadership and corporate governance to ensure that LEPs are diverse private sector led organisations that can shape and challenge economic decision making.
- Accountability through rigorous financial reporting and enforcement of transparent in decision making.
- Geography and boundary overlaps to ensure clarity, transparency and representation of functional economic areas.
- Organisation and reporting consistency to support LEPs in non-combined authority areas through the options for a common incorporation model and the standardisation of organisational structures and reporting.

4.6 Our current governance is strong and we enjoy a strong relationship with our Accountable Body, however the key considerations of the Ministerial Review are;

<b>Board Diversity</b>	<p>We operate Nolan Principles on recruiting to the Main LEP Board, however the skills and Infrastructure Boards operate a model whereby membership is representative.</p> <p>Board Membership:</p> <p>Main Board: Male 87% Female 13% BAME 0%</p> <p>Skills Board: Male 47% Female 53% BAME 0%</p> <p>Infrastructure Board: Male 66% Female 34% BAME 0%</p> <p>Growth Hub Advisory Board: Male 100% Female 0% BAME 0%</p> <p><b>Action:</b> We need to consider the diversity and recruitment principles across all Boards to ensure we reflect the YNYER economy and remain open and transparent.</p>
<b>Incorporation Model</b>	<p>As a LEP we enjoy positive relationships with all our Local Authority members and NYCC as Accountable Body. In addition NYCC provide the LEP with the freedom of operate at arms length only having right of veto on decisions if they are either illegal or place NYCC, as Accountable Body at excessive financial or reputational risk.</p>

	<p>To date no decisions have failed any of these thresholds.</p> <p>Government is however seeking consistency nationally, some LEPs are already incorporated and not all LEPs and Local Authorities operate in harmony.</p> <p>There is an increasing momentum towards LEPs becoming incorporated.</p> <p>Work is underway to understand the implications, and costs of becoming incorporated. Whilst given our current strong performance we would not choose to change our governance, critical is that we ensure our structures meet the requirements of government to secure maximum benefit from the Industrial Strategy and Shared Prosperity Fund.</p> <p><b>Action:</b> As details emerge from government, if required a paper will be brought to the LEP Board outlining the process to move to an incorporated model, implications for both the LEP and Board Members and costs.</p>
<p><b>Geography and overlapping boundaries</b></p>	<p>This is potentially one of the most difficult issues given we have East Riding also a member of Humber LEP and York, Harrogate, Craven &amp; Selby also members of Leeds City Region.</p> <p>It is unclear whether government will insist on overlapping boundaries being removed, however;</p> <ul style="list-style-type: none"> <li>- The review has resulted in a push to formalise arrangements with neighbouring LEPs. Strengthening these partnerships and collaborations should be positive.</li> <li>- The case has been made to officials that overlapping geographies make sense in an area such as Yorkshire and things are working well</li> <li>- If any changes are to be made, it must reflect governments plans around devolution. It makes sense that should devolution in Yorkshire (at a regional or sub-regional level) occur, LEP geographies should reflect these boundaries.</li> </ul> <p><b>Action:</b> Continue to formalise arrangements with neighbouring LEPs.</p>

4.7 **A key risk** is that the hiatus whilst government decide which route to take on overlapping geographies could impact on our ability to become one of the first tranche of Local Industrial Strategies.

## 5 LEP Funding

5.1 The LEP Funding for 2017/18 is summarised below;

## Revenue Budget

<b>LEP BUDGET</b>		
<b>INCOME</b>	<b>Owner</b>	<b>2017/18</b>
<b>Core Income:</b>		
NYCC	JF	£205,000
East Riding	JF	£60,750
York	JF	£40,500
7 District Authorities (£20,250)	JF	£141,750
BEIS	JF	£500,000
Utilisation of Reserves	JF	£0
<b>Core Income Total</b>		<b>£948,000</b>
<b>Programme Income:</b>		
Growing Places (Revenue)	AL	£62,550
Growing Places (Interest)	AL	£0
Growth Hub	TF	£246,000
LGF (Capitalised)	AL	£402,306
LGF (Interest)	AL	£0
Careers & Enterprise Company	AJ	£81,792
LEADER	AL	£36,327
EU Technical Assistance	AL	£0
Energy Strategy Support Grant	GR	£50,000
Other Programmes	AJ	£37,640
<b>Programme Income Total</b>		<b>£916,615</b>
<b>TOTAL INCOME</b>		<b>£1,864,615</b>
<b>EXPENDITURE</b>		
<b>Salaries:</b>		
COO	JF	£99,790
Assurance	AG	£402,281
Business	TF	£428,437
Infrastructure	AL	£326,255
Skills	AJ	£231,081
<b>Salaries Expenditure Total</b>		<b>£1,487,843</b>
<b>Programme Delivery:</b>		
Growth Hub	TF	£111,771
Careers Enterprise Company	AJ	£45,000
Energy Strategy Support	GR	£50,000
<b>Programme Delivery Expenditure Total</b>		<b>£206,771</b>
<b>Other:</b>		
Accommodation & Meetings	ALL	£50,000
Comms & Online	TF	£35,000
Office Sundries	ALL	£5,000
IT & Project Management	ALL	£20,000
Professional Services (Assurance)	AG	£50,000
Evaluation	AG	£10,000
<b>Other Expenditure Total</b>		<b>£170,000</b>
<b>TOTAL EXPENDITURE</b>		<b>£1,864,614</b>
<b>I&amp;E SURPLUS/DEFICIT</b>		<b>£0</b>

## Capital Budget

Local Growth Fund	2017/18	2018/19	2019/20	2020/21
Budget – LEP Direct	£10,340,762	£23,829,954	£6,547,293	£14,272,945
DfT Retained (Paid Direct to LA's)	TBC			

## Growing Places Loan Fund

Growing Places	Allocation	Funds Spent/ Contracted	Approved / Committed	Uncommitted Expenditure	Potential Pipeline	Remaining Balance
Capital	£8,663,011	£8,663,011	£0	£0	£0	£0
Recycled Receipts	£3,129,100	£1,036,989	£0	£2,092,111	£700,000	£1,392,111
<b>Total</b>	<b>£11,792,111</b>	<b>£9,700,000</b>	<b>£0</b>	<b>£2,092,111</b>	<b>£700,000</b>	<b>£1,392,111</b>

## 6 Future Priorities

- 6.1 The National Industrial Strategy was clear that LEPs will co-ordinate regions to develop Local Industrial Strategies to complement the National Strategy. This will be a collaborative strategy developed by the region in partnership with Government.
- 6.2 The Industrial Strategy is based on the five foundations of productivity (New Ideas, People, Places, Infrastructure and Business Environment) alongside four Grand Challenges (Big Data, Clean Growth, Ageing Society and Future of Mobility).
- 6.3 The importance of place will be critical in North Yorkshire, where the world class environmental assets and natural capital are core to the economy. To stimulate this piece of work, the LEP commissioned a series of think pieces from industry leaders, considering the economy in the future.
- 6.4 A partnership and governance structure is in place to be ready to launch the local industrial strategy by December 2018. This will engage a broad range of regional partners ensuring it is a strategy for the region, co-ordinated by the LEP.
- 6.5 Within this the LEP is working to understand the threats and opportunities posed by Brexit and to capitalise on these. We have been leading some work with rural LEPs nationally and are seeking to position the region at the forefront of government thinking as they develop future rural policy.
- 6.6 At the heart of this will be the reform of the Common Agricultural Payments as UK leaves EU. Government have confirmed the amount of CAP will remain for five years from Brexit, however there will be a move to a results based payments. This should allow better targeting of payments to where they are most needed and can deliver greatest returns. Payments will also need to support governments 25 year environment plan which is due to be launched shortly.

**7 Recommendation**

7.1 The Committee is asked to continue to support the LEP and to input priorities they would like to see feature in a Local Industrial Strategy.

DAVID BOWE  
Corporate Director – Business and Environmental Services

Date: 10 January 2018

Author of Report: James Farrar

Background documents: None

**Appendices:**

Annex 1 – Local Growth Fund : December 2017

# Annex 1: Local Growth Fund

December 2017

## Expenditure

Business Growth Capital (Indicative Budget Allocation £8m)	2015/16 ACTUAL £m	2016/17 ACTUAL £m	2017/18 ACTUAL £m	2017/18 Projected £m	2018/19 projected £m	2019/20 projected £m	2020/21 projected £m	TOTAL
York Bio-Hub.		£0.95	£0.05	£0.05				£1.00
Bio-economy growth programme				£-	£2.00	£1.00	£1.00	£4.00
Let's Grow Business Grants			£0.04	£0.48	£1.52			£2.00
Improving mobile phone coverage					£0.50	£0.50		£1.00
	£	£0.95	£0.09	£0.53	£4.02	£1.50	£1.00	£8.00

Skills Capital (Indicative Budget Allocation £11.6m)	2015/16 ACTUAL £m	2016/17 ACTUAL £m	2017/18 ACTUAL £m	2017/18 Projected £m	2018/19 projected £m	2019/20 projected £m	2020/21 projected	TOTAL
Askham Bryan College - Agricultural Skills Centre	£1.00							£1.00
Askham Bryan College - Engineering	£0.60							£0.60
Selby College - Equipment	£0.11							£0.11
Harrogate College.	£2.80	£0.20						£3.00
Selby College Trailblazers		£0.05						£0.05
East Riding College Mechatronics		£0.23						£0.23
Craven College Animal Management Centre				£0.74	£0.06			£0.80
Craven College Electronic and Computing Lab				£0.04				£0.04
York College Internet of Things			£0.02	£0.02				£0.02
Derwent Training Association				£0.01				£0.01

RADAR 2								
Yorkshire Arboretum Tree Health Centre					£0.26			£0.26
Scarborough TEC (ELITE skills)			£0.58	£2.00	£1.36			£3.36
Unallocated Skills Capital					£1.50	£0.50	£0.15	£2.15
	£4.51	£0.48	£0.60	£2.81	£3.18	£0.50	£0.15	£11.60

Infrastructure Capital (Indicative Budget Allocation £63.95m)	2015/16 ACTUAL £m	2016/17 ACTUAL £m	2017/18 ACTUAL £m	2017/18 Projected £m	2018/19 projected £m	2019/20 projected £m	2020/21 projected £m	TOTAL £m
Housing Growth at Middledeepdale, Scarborough	£2.32							£2.32
Major employment growth, Skipton - Flood Alleviation Scheme	£1.20							£1.20
Newlands Bridge, Drax M62	£1.50							£1.5
Growth at Catterick Garrison.	£1.20	£0.80						£2.00
Housing and employment at Northallerton.	£1.96	£4.04						£6.00
Malton Agri Business Park	£0.62	£1.50						£2.10
Tadcaster Bridge		£1.40						£1.40
Dalton Bridge near Thirsk		£0.23	£1.57	£1.57				£1.80
Bridlington harbour & Marina		£1.92	£0.09	£1.58				£3.50
A1/A59 Jct 47 improvements			£-	£0.47	£2.00			£2.47
A1079 Improvements Killingwoldgraves Roundabout			£0.08	£0.92				£6.30
A1079 Improvements - Shiptonthorpe Roundabout						£5.38		
Harrogate-York Rail Improvements					£4.00	£5.60	£-	£9.60
Scarborough housing and employment					£2.50	£1.00	£0.50	£4.00
Skipton Employment and Housing Growth					£2.50	£2.00	£0.28	£4.78



Pocklington Flood Alleviation						£0.50		£0.50
York Central - Scarborough Bridge Project				£0.05	£1.45			£5.00
York Central						£1.00	£2.50	
Harrogate Central					£0.50	£0.50	£-	£1.00
Pickering Employment							£1.00	£1.00
Growth Deal Round 3.5. unallocated				£2.00	£2.15	£0.68	£0.87	£5.70
North Yorkshire Rural Connectivity (NYCC Highways) (DCLG)	£2.0	£1.62				-£2.0	-£1.62	£0
	<b>£10.79</b>	<b>£11.51</b>	<b>£1.74</b>	<b>£6.58</b>	<b>£15.10</b>	<b>£14.67</b>	<b>£3.54</b>	<b>£63.93</b>

Transport (DfT Retained) (Indicative Budget Allocation £40,70m)	2015/16 ACTUAL	2016/17 ACTUAL	2017/18 ACTUAL	2017/18 Projected	2018/19 projected	2019/20 projected	2020/21 projected	TOTAL
North Yorkshire Rural Connectivity Grant (DfT)		£7.00	£5.00	£7.00	£3.00	£5.00	£2.00	£24.00
East Riding Road Maintenance Scheme (DfT)		£4.73	£0.29	£4.83	£0.46	£3.34	£3.34	£16.70
		<b>£11.73</b>	<b>£5.29</b>	<b>£11.83</b>	<b>£3.46</b>	<b>£8.34</b>	<b>£5.34</b>	<b>£40.70</b>

LGF Capitalised Development Costs (Indicative Budget Allocation £1.44m)	2015/16 ACTUAL £m	2016/17 ACTUAL £m	2017/18 ACTUAL £m	2017/18 Projected £m	2018/19 projected £m	2019/20 projected £m	2020/21 projected £m	TOTAL £m
Development costs		£0.01	£0.03	£0.35	£ 0.35	£0.35	£0.35	£1.44
	£	£0.01	£0.03	£ 0.35	£0.35	£ 0.35	£0.35	£1.44
Total value of Growth Deal Expenditure	£15.30	£24.65	£7.73	£22.13	£26.10	£25.36	£10.37	£123.91
Cumulative total	£15.30	£39.95	£47.69	£62.08	£88.18	£113.54	£123.91	

Income	2015/16 ACTUAL	2016/17 ACTUAL	2017/18 ACTUAL	2017/18 Projected	2018/19 projected	2019/20 projected	2020/21 projected	TOTAL
Section 31 LGF grant to LEP (DCLG)	£15.30	£12.92	£10.20	£10.20	£ 23.65	£6.51	£14.63	£83.21
Variation Income - Expenditure	£0	£0	£7.75	-£0.10	£1.01	-£10.51	£9.60	£0
Section 31 grant to LEP (DfTretained)		£11.78	£11.78	£11.78	£3.46	£8.34	£5.34	£40.70
Variation Income - Expenditure	£0	£0.05	£6.49	-£0.05	£0	£0	£0	£0

Total Growth Deal Income (S31 payment)	£15.30	£24.70	£17.01	£21.98	£27.11	£14.85	£19.97	£123.91
Cumulative Balance	£ 0	£0.05		-£0.10	£0.90	-£9.60	£0	

Contracted Projects

Business Plan still to be developed

High Risk

NB: Figures have been rounded to two decimal places so may not total.

## North Yorkshire County Council

## Transport, Economy &amp; Environment Overview and Scrutiny Committee

23 January 2018

## Allerton Waste Recovery Park – Update report

**1.0 Purpose of Report**

- 1.1 To update Members on current progress of the long term waste treatment project (Allerton Waste Recovery Park) prior to Planned Service Commencement (31 January 2018)

**2.0 Background**

- 2.1 The long term waste treatment project procurement began in 2006 and there have been a number of key decisions and project milestones since the initial tenders were invited in September 2007.
- 2.2 The project was procured with a ‘split’ approach to Commercial and Financial Close. Commercial Close is when the parties agree the commercial deal (i.e. what they want to achieve) and Financial Close is when the parties agree the finance arrangements and cost. Commercial Close took place on 26 August 2011 and Amey then achieved a Satisfactory Planning Permission before submitting a funding package for the project.
- 2.3 After extensive review by the Council team and external advisors, the final updates to the Contract were made and the decision to progress to Financial Close was presented to Full Council on 24 September 2014. This report detailed the business case and financial assessment to enable the project to progress through Financial Close within the Affordability envelope set out by the Council. The report can be accessed via the following link  
<http://democracy.northyorks.gov.uk/committees.aspx?commid=17&meetid=2300>
- 2.4 Financial Close for the project took place in London on 30 October 2014 where final contractual documentation was signed and sealed, and funding for the project was drawn down. Total debt secured by Amey was just under £320m – with just under half being supplied by the European Investment Bank. The remainder was provided in equal amounts by GIB and four other commercial banks.

**3.0 Project progress**

- 3.1 Allerton Waste Recovery Park (AWRP) treats waste through a series of processes including mechanical separation of recyclable materials (known as “Mechanical Treatment” or “MT”), anaerobic digestion (“AD”) and thermal treatment through incineration and generation of electricity (known as “Energy from Waste” or “EfW”).
- 3.2 The MT plant will separate metals, plastics and paper and is capable of sorting up to 408,000 tonnes per annum (“tpa”), although the planning consent limits the throughput of AWRP to 320,000 tpa.
- 3.3 The MT plant will also separate approximately 40,000 tpa of organic waste for treatment through the AD plant. The AD plant uses microbes to break down the organic waste in the absence of air to produce a gas and compost like output known as digestate.

- 3.4 The gas from the AD process is used to generate renewable electricity. The digestate and remaining waste will be burnt in the EfW. The heat from the EfW is used to produce steam and drive a turbine which produces electricity for export to the national grid – enough to power around 40,000 homes – a town roughly the size of Harrogate. There is a contractual target to recycle a minimum of 5% of Contract Waste processed through AWRP.
- 3.5 Amey commenced development on 5 January 2015 and have progressed well with the construction and commissioning processes. The facility is due to commence full operations on 31 January 2018. A short video can be viewed by accessing this link <https://vimeo.com/235238044/2786aea465>
- 3.6 The AWRP project began the cold commissioning phase in April 2017 where individual systems were tested and brought online. First waste was delivered to the facility on 31 July 2017 and the first waste was processed through the energy from waste facility on 10 August 2017.
- 3.7 A visitor and education centre known as Claro House is also currently under construction. This is a key part of the AWRP facility and will host visits and site tours from schools, members of the public and interested parties. Claro House will be available from commencement of services at AWRP.
- 3.8 There is an Independent Tester who was jointly appointed by the Councils, Funders and Amey at Financial Close. They are responsible for signing off that the facility is capable of delivering the Service under the Contract and are currently in the process of certifying the Facility. Once the Take-Over Test Certificates have been issued for each part of AWRP, the 25 year Services period will commence.
- 3.9 As part of the AWRP s106 planning agreement, a Landscape and Cultural Heritage Fund was set aside to help fund projects which mitigate the visual and landscape impacts of the development within an area of benefit. The value of the fund was £839,500 and was launched in October 2015 being administered by Two Ridings Community Foundation. Since then, over £400,000 worth of project funding has been distributed in the small (up to £1000), medium (up to £10,000) and large grants scheme (up to £50,000). Information about the projects can be found on Two Ridings website [www.trcf.org.uk](http://www.trcf.org.uk).

#### **4.0 Approach to Contract Management**

- 4.1 The waste management team is preparing for the operational phase of the contract by developing key procedures, plans and a Contract Management Manual. This suite of documents will be used to enable delivery of routine and reactive contractual obligations over the life of the contract.
- 4.2 A specialist advisor has been brought in to assist with the development of the Contract Management Manual and interpretation of key contract schedules. An action plan and process documents have been produced identifying time bound activities for key areas such as payments and performance management. An example of the performance section of the Contract Management Manual has been included at Appendix 1. The overall Manual will include a wide range of processes and procedures covering all key areas of the contract including routine and reactive elements.
- 4.3 The team also has procured an intelligent document management system called Affinitext. Affinitext has a powerful search function and provides pop up definitions, clause to clause linkages and interactive clauses showing previous contractual amendments.

- 4.4 The work developing the Contract Management Manual and other documents has enabled the team to produce a comprehensive list of contractual obligations and tasks. This information has been inputted into Affinitext and the system sets email alerts for time bound actions. Screen shots are included at Appendix 2 showing the task list, library and an example of a document. The system allows notes, tasks and key information to be pinned to specific clauses and all members of the team who have access can view this information.
- 4.5 The team employed dedicated resources to monitor the construction and commissioning phases of AWRP to ensure the Contractor complies with the Authority Requirements and Contractors Proposals schedules when delivering the AWRP facility. The role compliments the work of the Independent Tester and has a regular presence on site. An extract from the compliance matrices are shown in Appendix 3. This shows a small portion of the overall compliance work – there are over 2000 individual compliance records. Evidence of contractual compliance is being uploaded to the Affinitext system for other team members to view.
- 4.6 There is a large amount of data for the AWRP project primarily relating to payments and performance measurement. A project is currently nearing completion to produce a Management Information System. This system will take information collected by Amey (primarily from their weighbridge) and produce invoices including any performance deductions that may occur in each contract month.
- 4.7 The system will provide more resilience in the team and robust contract management arrangements. Screenshots have been included at Appendix 4. This system will be extended to other areas of work undertaken by the waste team including managing the Yorwaste and Waste Transfer Station contracts.
- 4.8 North Yorkshire County Council has a joint contractual arrangement in place with City of York Council to deliver the AWRP contract. Both Councils will provide waste to the facility and share contractual payments. A Joint Waste Management Agreement was put in place at Commercial Close in 2011 and is now in the process of being amended and restated for the operational phase of AWRP.

## **5.0 Recommendation**

- 5.1 To note the contents of this report updating Members on progress of the AWRP project and preparation for Contract Management of the Operational phase.

DAVID BOWE  
Corporate Director - Business and Environmental Services

Author of Report: Lisa Cooper

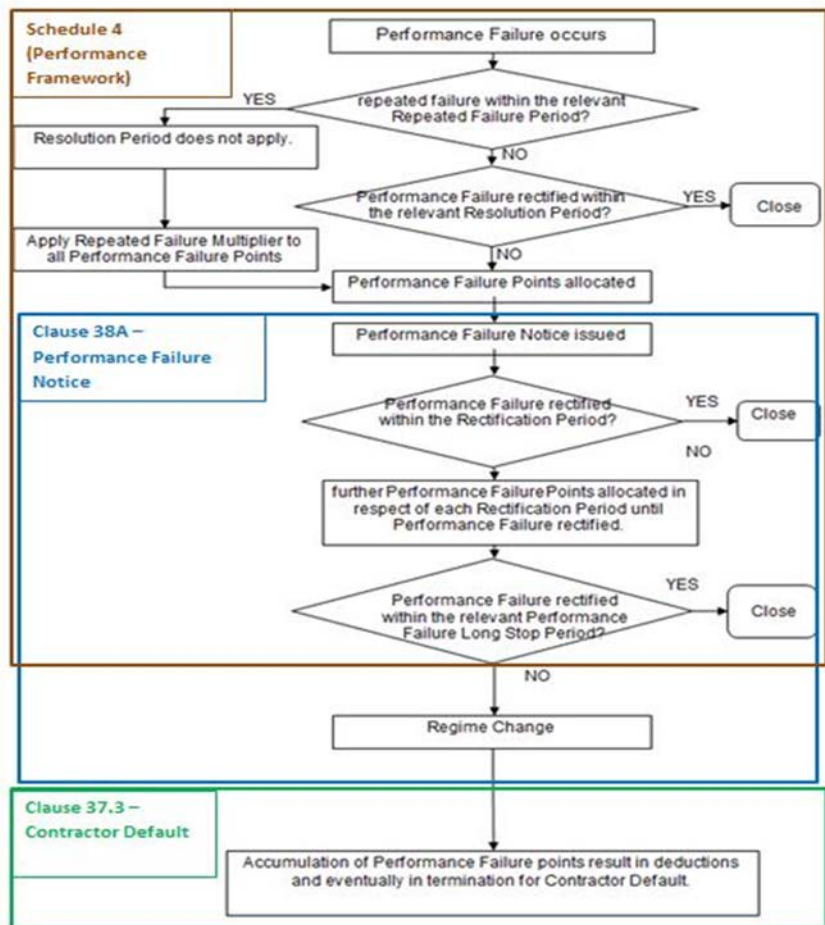
Background documents: None

### **Appendices:**

- Appendix 1 – Example of an element of the performance monitoring section of the Contract Management Manual
- Appendix 2 – Affinitext screenshots of task list, library and example of a schedule
- Appendix 3 – Compliance Matrices screen shot of small element of monitoring sheet
- Appendix 4 – Management Information System excerpts

Appendix 1 – Example of an element of the performance monitoring section of the Contract Management Manual

**Schematic of Performance Monitoring Regime** Appendix 1  
Schedule 4 – Figure 1



**Performance Failure Log** (complete one form per Performance Failure)

KPI Number	Description		
Detected by	Contractor/Authority*		
Repeated Performance Failure? (Ref Table 1 + Table 2; Column 11)	Y/N*	No. Performance Failures for KPI	Repeated Failure Multiplier
Explain why Performance Failure occurred			
Remedial action initiated	Date	Time	
Remedial action taken and outcome			
Remedial action effected	Date	Time	
Performance Failure Points (Refer to Schedule 4 (Performance Framework))	Use detail/formula Table 2; Column 8 to calculate Performance Failure Points		Points
	Detail:		
	Apply Repeated Failure Multipliers in Table 1 (if applicable)		
	Detail:		
<b>PERFORMANCE FAILURE POINTS TOTAL</b>			

\* Delete as appropriate

Appendix 2 – Affinix screenshots of task list, library and example of a schedule.

Affinix MAKING DOCUMENTS INTELLIGENT My work list

Lisa Cooper (Administrator)

Back Add Edit Copy Export To Excel My work list Clear Filters Limit by target date: Show recurrences: Layout

D	Subject	Description	Status	Priority	Project	Category	Target Date	Book	Location
3946	Authority may extend Service Period by 5 years	Authority to provide Contractor 12 months notice in writing	Open	Low	Allerton Waste R...	Contract Mo...	31 Jan, 2042 8817 days remain	Project Agreement	PART 1 - Preliminary 3 Commencement and Du 3.2 Extension of the Ser
3971	Contractor will deliver an executed transfer deed etc	Contractor to provide executed transfer deed together with relevant title deeds and releases from any financial charges	Open	Low	Allerton Waste R...	Contract Mo...	31 Jan, 2043 9182 days remain	Project Agreement	PART 2 - Land Issues 8 Property provisions 8.1 Lease Transfer on L
3972	Services will be available on or before PSCD	Contractor shall carry out the design and the construction, completion, commissioning and testing of the works so the Services are available	Open	High	Allerton Waste R...	Contract Mo...	31 Jan, 2018 51 days remain	Project Agreement	PART 3 - The Works 9 The Works 9.1 Obligation to Carry

Affinix MAKING DOCUMENTS INTELLIGENT PFI

Project Agreement (27 items)

Folder: Project Agreement

- Schedule 1 - Authority's Requirements (Project Agreement)
- Schedule 2 - Contractor's Proposed (Project Agreement)
- Schedule 3 - Not Used (Project Agreement)
- Schedule 4 - Performance Framework (Project Agreement)
- Schedule 5 - Testing Regime (Project Agreement)
- Schedule 6 - Higher Institution (Project Agreement)
- Schedule 7 - Base Case (Project Agreement)
- Schedule 8 - Baseline Process (Project Agreement)
- Schedule 9 - Authority's Social (Project Agreement)
- Schedule 10 - Scheduling (Project Agreement)
- Schedule 11 - Wastewater Data (Project Agreement)
- Schedule 12 - Relevant (Project Agreement)
- Schedule 13 - Commercially (Project Agreement)
- Schedule 14 - Insurance (Project Agreement)
- Schedule 15 - Project Documents (Project Agreement)
- Schedule 16 - Financing (Project Agreement)
- Schedule 17 - Market Testing (Project Agreement)
- Schedule 18 - Not Used (Project Agreement)
- Schedule 19 - Forewaste Works (Project Agreement)
- Schedule 20 - Oil (Project Agreement)
- Schedule 21 - Charge Protocol (Project Agreement)
- Schedule 22 - Planning (Project Agreement)
- Schedule 23 - State Acceptance (Project Agreement)
- Schedule 24 - Funding Protocol (Project Agreement)
- Schedule 25 - Utility Change (Project Agreement)
- Schedule 26 - Interim Period (Project Agreement)
- Schedule 27 - Land Issue (Project Agreement)
- Schedule 28 - Environmental (Project Agreement)

https://pfi.affinix.com/

Affinix MAKING DOCUMENTS INTELLIGENT Schedule 1 - Authority's Requirements (Project Agreement)

SCOPE OF THE SERVICE

3.1 The Authority's required minimum performance levels for this Agreement are:

- Recycle or compost (at both those times) an amount in National Indicator 192 as of the Commencement Date a minimum five percent (5%) of Contract Waste.
- Divert a minimum seventy percent (70%) of Contract Waste from landfill.
- Divert a minimum eighty percent (80%) of Energy in Contract Waste from landfill.

3.2 The Contractor shall accept and manage all Contract Waste during the Contract Period.

3.3 The Contractor shall dispose of all process residues (including, without limitation, incinerator bottom ash, fly ash, digester and bio-gas) arising in connection with the treatment of Contract Waste in a safe and lawful manner, and having regard to the waste hierarchy, and shall be responsible for ensuring that any Contract Waste that is not treated at the Facility or disposed of in a safe and lawful manner.

3.4 The Contractor shall make allowances for future changes in waste arifings and composition and shall incorporate these factors into the Facility design.

3.5 All data gathered on Contract Waste composition during the operational phase of the Contract Period by or for the Contractor shall be made available to the Authority.

3.6 If requested by the Authority's Representative acting reasonably and with justification, the Contractor shall arrange for an independent body to be employed to carry out an analysis of the Contract Waste, identifying the waste by such categories as the Authority shall reasonably require.

3.7 The Contractor shall ensure that contingency arrangements exist at all times and are implemented as required in order to ensure service continuity throughout the Contract Period.

3.8 The Contractor shall take all reasonable measures for an effective management control system including the preparation and maintenance of plans for the delivery of the services, staffing matters, quality assurance systems, partnership arrangements, performance tools, monitoring and reporting arrangements and Authority access.

4 QUALITY ASSURANCE

4.1 The Contractor shall obtain certification for the provision of the Services in accordance with ISO9001 or equivalent standard, or similar quality management system, through a certifying body accredited by the United Kingdom Accreditation Service ("UKAS") within eighteen (18) months of commencement of operation and shall retain certification for the remainder of the Contract Period.

5 ENVIRONMENTAL PROTECTION AND MANAGEMENT

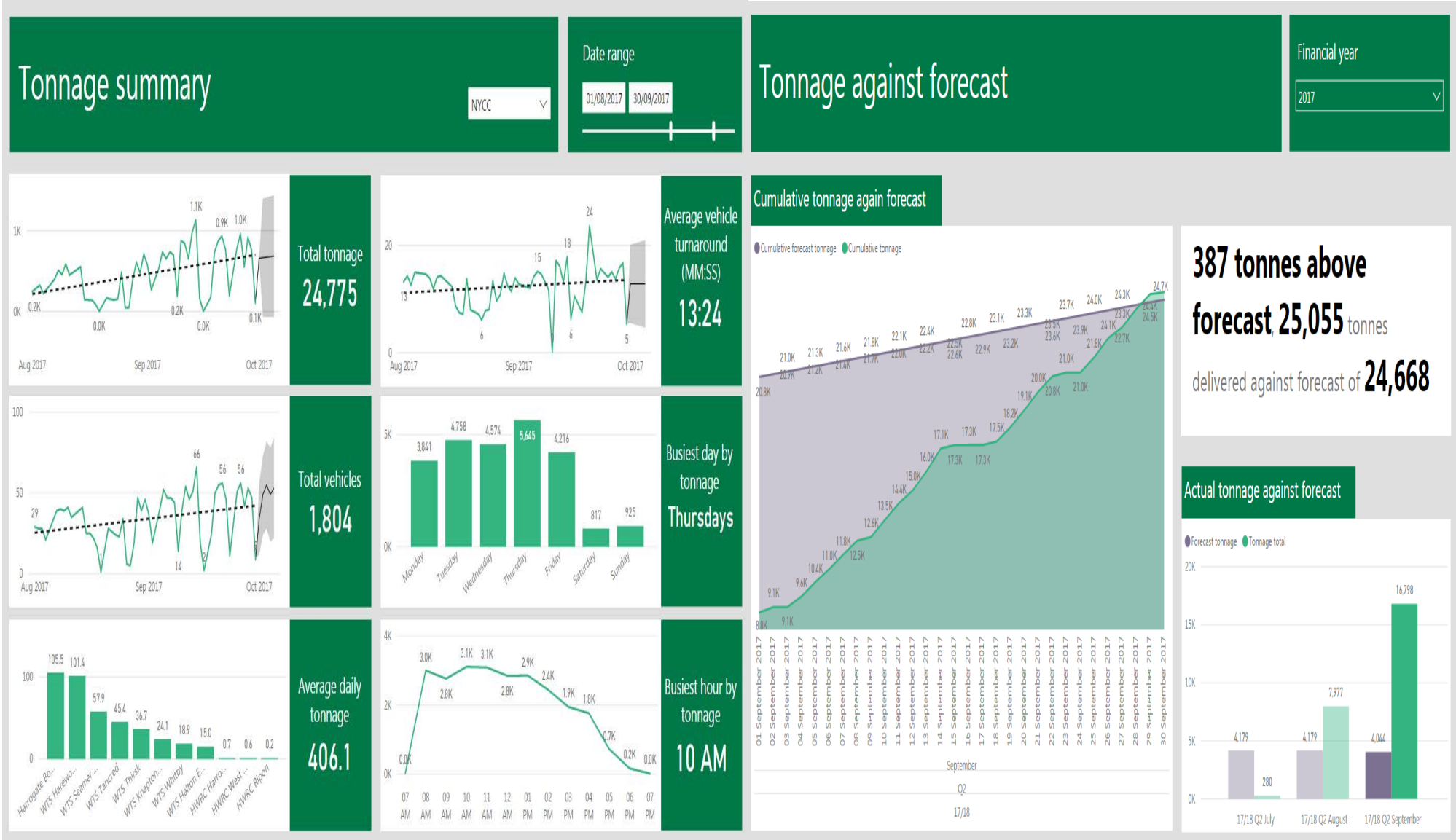
5.1 The Facility shall be planned, constructed, operated and if appropriate subsequently decommissioned in accordance with all legislation and Necessary Consents applicable from time to time.

Appendix 3 – Compliance Matrices screen shot of small element of monitoring sheet

Allerton Waste Recovery Park - MT & AD Contractual Compliance										
	Summary of compliance items for MT and AD	No of items in section that require info	Action or drawings	Procurement	Specification	Visual	Working as intended	Complete	Required	% complete
	<b>Schedule 2 part 1</b>		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>			
30	Mechanical Treatment	1	1	1	1	1	0	4	5	80.00
31	MT Facility Unavailability	7	7	7	7	7	6	34	35	97.14
32	Ferrous Metal	3	3	3	3	3	3	15	15	100.00
33	Non-Ferrous Metal	2	2	2	2	2	2	10	10	100.00
34	Plastic	2	2	2	2	2	0	8	10	80.00
35	Paper and Card	2	2	2	2	2	0	8	10	80.00
38	Anaerobic Digestion Facility	9	9	9	9	6	0	33	45	73.33
39	Anaerobic Digestion Plant Unavailability	3	3	3	3	3	2	14	15	93.33
49	Partial Unavailability	1	1	1	1	1	0	4	5	80.00
76	Fire Safety	7	7	7	7	7	4	32	35	91.43
	<b>Total items identified in Sch 2 Part 1</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>34</b>	<b>17</b>	<b>162</b>	<b>185</b>	<b>87.57</b>
	<b>Schedule 2 part 2</b>									
4	Mechanical Treatment and AD process area	2	2	2	2	2	2	10	10	100.00
8	Supply	1	1	1	1	1	0	4	5	80.00
9	Services	1	1	1	1	1	0	4	5	80.00
15	Fire Protection	3	3	3	3	3	1	13	15	86.67
16	Civil Engineering	1	1	1	1	1	0	4	5	80.00
19	Bunkers	10	10	10	10	10	10	50	50	100.00
20	Waste Feed Cranes	3	3	3	3	3	1	13	15	86.67
21	MT facilities	7	7	7	7	7	5	33	35	94.29
22	AD Facility	5	5	5	5	5	3	23	25	92.00
35	Ventilation System	5	5	5	5	5	0	20	25	80.00
37	Lighting Systems	6	6	6	6	3	0	21	30	70.00
38	Telephone and Internet connection	3	3	3	3	1	0	10	15	66.67
39	Mechanical Treatment Plant Equipment's	22	22	22	22	22	3	91	110	82.73
40	AD Plant	11	11	11	9	5	0	36	55	65.45
42	Noise Performance	1	1	1	1	1	0	4	5	80.00
43	Design Life	4	4	4	4	3	0	15	20	75.00
50	Fire Protection	18	18	18	18	15	8	77	90	85.56
51	Standards and Regulations	3	3	3	3	2	0	11	15	73.33
	<b>Total items identified in in Sch 2 Part 2</b>									<b>82.83</b>
	<b>Schedule 2 Total no of items currently identified for compliance</b>	<b>143</b>	<b>143</b>	<b>143</b>	<b>141</b>	<b>124</b>	<b>50</b>	<b>601</b>	<b>715</b>	<b>84.06</b>



Appendix 4 – Management Information System excerpts



**North Yorkshire County Council**

**Transport, Economy and Environment Overview and Scrutiny Committee**

**23 January 2018**

**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 1**).
- c. Approve the draft scope of the Vehicle Activated Signs Review (**Appendix 2**).

**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 Updates: Mid Cycle briefing: 13 December 2017**

Building a strong rural economy outside EU

3.1 Group Spokespersons received an update from the LEP looking at the measures required to support the local economy post-Brexit, and the work that The York, North Yorkshire & East Riding LEP is doing to assist in this regard. This includes:

- Working with rural LEPs across the UK to develop a proposition for government on how as a group of LEPs they can positively support the government to address the challenges and take the opportunities that arise from Brexit.
- Working locally with key stakeholders, specifically focused on the challenges facing agriculture and opportunities arising from Brexit. This process has included key stakeholders such as NFU, CLA, FSB and National Parks.

- 3.2 The key challenges and more importantly the emerging opportunities of Brexit relate to:
- **Farming and Common Agricultural Policy** (moving to a payment system based on outcomes relating to food production, flood prevention and environmental enhancement)
  - **Workforce** (investing in technology and innovation/retaining young talent/creating a higher skilled workforce especially in rural areas)
  - **Rural Productivity** (replacing the Common Agricultural Policy with a policy based upon rewarding farmers for productivity improvements/developing enterprise zone type incentives to support key rural growth hotspots/investing in next generation connectivity)
  - **Rural Delivery** (developing a model for rural proofing across government departments/ensuring rural is built into the design of the Shared Prosperity Fund/developing a 'virtual' rural innovation group, identifying and sharing national and global best practise and innovation in rural delivery/developing new shared and affordable housing models targeted at a young skilled workforce).

### Devolution

- 3.3 Group Spokespersons also received a briefing on devolution in Yorkshire. At the time of the meeting there were a number of competing models with no definitive timescale for resolution and the Department for Communities and Local Government appeared to be against a single devolution deal for Yorkshire due to concerns that it would unravel the Sheffield City Region deal. In late December 2017 however, The Rt Hon. Sajid Javid MP, Secretary of State for Communities and Local Government, confirmed that if South Yorkshire councils are willing to implement the Sheffield City Region agreement, some or all of the councils involved could then choose to join a One Yorkshire devolution deal.

### Section 19 and Section 22 Permits

- 3.4 A briefing on possible changes to Section 19 Permits (standard and large bus permits) and Section 22 Permits (community bus permits) was provided to Group Spokespersons.
- 3.5 Under The Transport Act 1985 there are currently certain exemptions for transport operators from various licensing arrangements, for example if the service being provided is considered to be 'non-commercial'. Following a complaint filed by a group of bus operators against the DfT, the DfT, through its delivery arm The Driver and Vehicle Standards Agency investigated a community transport operator in Derbyshire and found that it could not apply for a non-commercial exemption and so should be operating a full operators' licence. The legal position is that the same "undertaking" cannot undertake both commercial and non-commercial work.
- 3.6 The DfT is to undertake a public consultation which will set out the detailed changes which are required in order to update current guidance, together with proposed amendments to the Transport Act 1985. Until the specific details of such changes are known the full impact for North Yorkshire County Council's contracted suppliers and in-house operations cannot be established but officers in North Yorkshire County Council's Integrated Passenger Transport Unit continue to monitor the position. The consultation will be brought to the

Transport, Economy and Environment Overview and Scrutiny Committee for discussion.

#### **4 Vehicle Activated Speed Signs review**

- 4.1 At the meeting of the Transport, Economy and Environment Overview and Scrutiny Committee held on 31 October 2017, the Committee recommended to the relevant Executive Member for BES that officers be asked to look at producing a policy on how parishes could purchase their own Vehicle Activated Speed signs. Officers were also asked to provide the real life costs to a parish of purchasing and maintaining a Vehicle Activated Speed sign. The Executive Member has subsequently asked for the Transport, Economy and Environment Overview and Scrutiny Committee to undertake a task group review of the VAS protocol.
- 4.2 The Committee is asked to set up a task group and approve the draft scope of the review in **Appendix 2**. It is envisaged that the task group will hold its first meeting on 8 March 2018 at the scheduled mid cycle briefing meeting. In the meantime research will be undertaken on the policies in place by other county councils in England. It is proposed that the task group's report with recommendations will be presented to the Committee at its meeting on 12 July 2018 and, as part of the review, parish councils will be surveyed to find out how many would be prepared to pay for a VAS; what their perceived issues are of speeding in their local area; and their reasons for not taking part in other initiatives notably the Community Speed Watch initiated by North Yorkshire Police.

#### **5 Recommendations**

- 5.1 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. Approves the draft scope of the Vehicle Activated Signs Review.

**Jonathan Spencer,**  
**Corporate Development Officer**

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12 January 2018

Appendices:           Appendix 1 – Work Programme Schedule 2018/19  
                              Appendix 2 – Draft scope of the Vehicle Activated Signs Review

## Transport, Economy and Environment Overview and Scrutiny Committee – Work Programme Schedule 2018/19

### 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

<b>Scheduled Committee Meetings</b>	<b>23 Jan 2018</b> 10am	<b>10 April 2018</b> 10am	<b>12 July 2018</b> 10am	<b>25 Oct 2018</b> 10am	<b>24 Jan 2019</b> 10am	<b>17 April 2019</b> 10am
<b>Scheduled Mid Cycle Briefings</b> Attended by Group Spokespersons only.	8 March 2018 10am	7 June 2018 10am	19 Sept 2018 10am	5 Dec 2018 10am	7 March 2019 10am	

### Overview Reports

Meeting	Subject	Aims/Terms of Reference
<b>Consultation, progress and performance monitoring reports</b>		
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 2018/19

Meeting	Subject	Aims/Terms of Reference
<b>23 January 2018</b>	YNYER LEP	Annual update on the work of the York, North Yorkshire and East Riding Local Enterprise Partnership
	Allerton Waste Recovery Park	To advise Members on the arrangements for the Allerton Waste Recovery Park becoming operational in early 2018, including commissioning and contract management arrangements
	Local Nature Partnership	Update on the work of the Local Nature Partnership
<b>10 April 2018</b>	Adult Learning and Skills Service	Update on the measures put in place in response to the Ofsted inspection held in June 2017
	SEND Home to School Transport	Consultation responses to SEND Home to School Transport – Proposed policy changes
	Apprenticeships	To provide an update on the County Council's progress in supporting apprenticeships in North Yorkshire including responding to the new apprenticeship levy introduced in April 2017.
<b>12 July 2018</b>	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 England	Regular annual update
	Road casualties	To advise Members of the road casualty figures in 2017 and the work of the 95Alive Partnership
	20s Plenty For Us	Overview of the work of the campaign group for 20mph to become the default speed limit on residential and urban streets

## Transport, Economy and Environment Overview and Scrutiny Committee – Work Programme Schedule 2018/19

<b>Items where dates have yet to be confirmed</b>	20 mph speed limit policy	Response to the publication of the National Research project by the Department for Transport examining 20mph speed limits.	
	Promoting access to our heritage	To be provided with an overview of the heritage service and promote discussion	
<b>Possible future overview reports and presentations from external partner organisations</b>			
<b>Meeting</b>	<b>Subject</b>	<b>Aims/Terms of Reference</b>	
	Electric charge points for electric/hybrid vehicles	To be provided with an overview of the progress of installing electric charge points in the county for electric/hybrid vehicles and to discuss strategies to lever in investment to increase the number of charge points and to promote the use of electric/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.	Ongoing (commenced March 2017)	
Vehicle Activated Speed Signs	Task group to review the protocols on temporary vehicle activated speed signs with a view to allowing parish councils to purchase, install and maintain their own speed matrix signs on a permanent basis.	March 2018 onwards	

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

## Transport, Economy &amp; Environment Overview &amp; Scrutiny Committee

## Plan of Scrutiny Review

TOPIC	Vehicle Activated Signs (VAS)
<b>BACKGROUND</b>	<p>Vehicle activated signs (VAS), are road side digital signs that display a message when they are approached by a vehicle exceeding the speed limit or going too fast for the type of road. There are three types of VAS – mobile, permanent and temporary.</p> <p>A task group of the Transport, Economy and Environment Overview and Scrutiny Committee met in 2012. It recommended the introduction of a Temporary VAS Protocol, alongside the existing protocols in place for permanent VAS and mobile speed matrices. This was subsequently approved in principle by the Executive in September 2012 with a decision that Business and Environmental Services (BES) Executive Members approve the detail of the Protocol and approve the introduction of a 12 month 'Initial Phase'. BES Executive members approved the 'Initial Phase' in November 2012.</p> <p>The Temporary VAS Protocol was developed for those communities with local speeding concerns but which, following assessment through the Speed Management Protocol, fell below the threshold required for further action by the 95 Alive Road Safety Partnership.</p> <p>Eligibility for inclusion in the 'Initial Phase' was based on historic data obtained largely through the Speed Management Protocol. Where a site had already been assessed as Category 3 (high speeds with low casualties) or Category 4 (low speeds with low casualties), selected local communities (willing to fund the rotation and installation costs) were offered a temporary VAS.</p> <p>The final list of communities invited to participate in the 'initial phase' were selected by a prioritised random draw by the BES Executive Members. Each of the 31 participants had three six week deployments of at least one VAS over the course of 12 months.</p> <p>The overall findings of the 'initial phase' and proposed way forward were reported to the NYCC Executive on 9 December 2014. The way forward was approved by the NYCC Executive, and subsequently the Prioritisation Process by BES Executive Members in January 2015. This approved way forward allowed for the expansion of the Vehicle Activated Signs protocol with a charge to be applied to participating communities, of a minimum of £3500+VAT over four years. The charge was to include the one-off cost of installation of a retention socket (£500), rotation costs (£350 per sign per year), and officer time of £400 per year, as well as a share of the cost of the 12 additional signs that were purchased.</p> <p>The agreed way forward allowed for any community that raises</p>



	<p>speeding concerns through the Speed Management Protocol and is assessed as Category 4 to be offered the option of participation in the temporary VAS process.</p> <p>At the meeting of the Transport, Economy and Environment Overview and Scrutiny Committee held on 31 October 2017, a number of Members felt that a change in the protocol would be advisable to relax the rules to allow communities to purchase speed matrix signs. Officers expressed a number of reservations about this approach due to the risks of proliferation and reduced effectiveness of the signs.</p>								
<b>OBJECTIVES</b>	<p>To consider providing parish councils with the opportunity to fund the purchase and maintenance costs of Vehicle Activated Speed signs where there is 'proven' public concern and where agreed by the County Council.</p> <p>To take evidence from stakeholders and parish councils on the proposal and also to ascertain policy approaches elsewhere in other local authorities, chiefly shire counties.</p> <p>To take evidence from NYCC Officers regarding the potential risks and benefits of the proposal to Parish Councils, NYCC and other parties.</p>								
<b>REASONS FOR REVIEW</b>	<ul style="list-style-type: none"> <li>Some parish councils have reported to Members that they wish to purchase their own VAS to address speeding concerns in their area. An in-depth review is therefore required to examine the feasibility of this option.</li> <li>Speeding appears to remain the number one issue for many parish councils and the current prioritisation process in the County Council's temporary VAS scheme limits the number of parish councils with speeding concerns able to take part in the scheme.</li> </ul>								
<b>Council Plan: key ambitions 2017-2021)</b>  <b>(tick most appropriate)</b>	<table border="1"> <tr> <td> <ul style="list-style-type: none"> <li>Every child and young person has the best possible start in life</li> </ul> </td> <td>√</td> </tr> <tr> <td> <ul style="list-style-type: none"> <li>Every adult has a longer, healthier and independent life</li> </ul> </td> <td>√</td> </tr> <tr> <td> <ul style="list-style-type: none"> <li>North Yorkshire is a place with a strong economy and a commitment to sustainable growth that enables our citizens to fulfil their ambitions and aspirations</li> </ul> </td> <td></td> </tr> <tr> <td> <ul style="list-style-type: none"> <li>We are a modern council which puts our customers at the heart of what we do.</li> </ul> </td> <td>√</td> </tr> </table>	<ul style="list-style-type: none"> <li>Every child and young person has the best possible start in life</li> </ul>	√	<ul style="list-style-type: none"> <li>Every adult has a longer, healthier and independent life</li> </ul>	√	<ul style="list-style-type: none"> <li>North Yorkshire is a place with a strong economy and a commitment to sustainable growth that enables our citizens to fulfil their ambitions and aspirations</li> </ul>		<ul style="list-style-type: none"> <li>We are a modern council which puts our customers at the heart of what we do.</li> </ul>	√
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<b>TASK GROUP MEMBERS</b>	To be determined at the meeting of the Transport, Economy and Environment Overview and Scrutiny Committee to be held on 23 January 2018. Group Spokespersons recommend that the task group comprises Group Spokespersons and an additional Committee Member (four persons).
<b>PARTICIPANTS/STAKEHOLDERS</b>	County Council Highways & Transportation Officers Parish Councils/Yorkshire Local Councils Association 95Alive Representatives
<b>METHOD</b>	<p>Task group to provide officers with a Member led sounding board This would involve:-</p> <ul style="list-style-type: none"> <li>• Survey sent to parish councils - 12 weeks consultation (in line with North Yorkshire County Council’s Parish Charter)</li> <li>• Taking evidence from NYCC Highways, NY Police</li> <li>• Ascertaining other county councils’ policies relating to VAS including where parish councils are able to purchase their own VAS</li> </ul> <p>Future meetings to be scheduled by the task group. This could also include a visit to a local authority where parish councils are able to purchase and own a VAS.</p> <p>Final report to be submitted to the Committee’s meeting on 12 July 2018.</p>
<b>ISSUES</b>	<p>Issues that would need to be addressed should the policy be changed to allow parish councils to fund the purchase and maintenance costs of VAS include:</p> <ul style="list-style-type: none"> <li>• Parish councils providing evidence to show that there is proven public concern about speeding in their parish.</li> <li>• Ensuring that there is not a proliferation of signs so that the additional signs purchased by parish councils will not reduce the effectiveness of existing permanent and temporary VAS in the county in reducing vehicle speeds.</li> <li>• Should there be consistency of design in the signs purchased by parish councils – the use of a single approved provider?</li> <li>• Signs not being rotated by parish councils leading to the initial reduction in speed (‘novelty effect’) that a VAS produces wearing off.</li> <li>• Examining the feasibility of parish councils joining together to rotate a sign locally. Should there be a requirement placed on parishes to only be able to purchase a sign if a group of parish councils agree to rotate a sign/s – how would this be enforced and how practical would this be for parish councils to achieve?</li> <li>• Ongoing maintenance costs over and above the initial purchase costs – the level of commitment of parish councils to</li> </ul>

	<p>paying for and arranging the maintenance of signs.</p> <ul style="list-style-type: none"> <li>• Liability/insurance implications for parish councils and the County Council.</li> <li>• Financial risks for parish councils and the County Council, including how to deal with failing or time expired equipment if the parish is no longer able or willing to support it.</li> <li>• Resourcing requirements for the County Council in relation to providing advice to parish councils, and enforcement, regarding the siting of VAS on the public highway.</li> <li>• Examining the reasons why parish councils are not taking part in other speed reduction initiatives notably the Community Speed Watch initiated by North Yorkshire Police.</li> <li>• The scope for the County Council to extend the temporary VAS scheme after the current pilot scheme has ended, to include more parish councils.</li> </ul>
<b>WORK PROGRAMME</b>	Report to go to 12 July 2018 Committee meeting, Executive – July/August 2018 – meeting date to be confirmed
<b>SUCCESS INDICATORS</b>	That the task group is able to contribute in a practical way to calls from parish councils to allow them to purchase VAS signs, by producing a report with recommendations that take into account the issues and practical implications of revising the current policy.
<b>ESTIMATE OF RESOURCES REQUIRED</b>	<ul style="list-style-type: none"> <li>• Task group meetings – a minimum of two.</li> <li>• Wherever possible task group meetings will be held on the same day as other meetings that task group Members are attending in order to reduce travel costs</li> <li>• Officer support – Policy, Performance &amp; Partnerships</li> </ul>